

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, December 30, 1876.

American Railroads in 1876.

The history of American Railroads for the year 1876 is already made up in the columns of the JOURNAL; and a retrospect of their progress is, on the whole, of a character to afford many reasons for congratulation; not so much, it is true, for what has been accomplished as for the solid foundations that have been laid upon which to build a prosperous future.

The cost of building railroads has been kept at minimum figures. Not in many years could materials be bought, money borrowed, labor hired, and rolling stock purchased, cheaper than in 1876; and there is no reason to doubt that with returning confidence in commercial circles railroad building, extension and equipment will receive, from the reduced cost thereof, a great impetus. Indeed, in spite of many drawbacks, many more miles of railroad were building in 1876 than in either of the two preceding years.

The work of reorganizing bankrupt and defaulting railroad corporations has been pushed as rapidly as the law's delays and the conflict of interests would permit; and although much remains to be done, the excellent spirit which seems to prevail affords promise that the coming year will make a satisfactory exhibit of this most irksome part of railroad management. It has not in every case been possible for railroads which had previously defaulted or reorganized to carry out their undertakings for the past year; but wherever a failure of this sort has occurred, the attendant circumstances deprived it of any unfavorable significance.

It is doubtful if the Centennial Exhibition was of any decided advantage to American Railroads. It caused an increase in the number of passengers traveling long distances at low rates of fare, but it injured local travel at high rates, and diminished general trade—or, if not, it prevented a legitimate increase. Rates of freight between the Seaboard and the West were abnormally low until the last month of the year; yet there was not any important falling off in earnings; and the higher rates which have recently been agreed upon are an earnest of a prosperous future. The partial failure of the wheat crop in the Northwest would be a discouraging circumstance but for the fact that, so far as railroads are concerned, the deficiency in wheat is made up by increased growth of other farm products.

The dark part of the year's history of American Railroads is that which relates to the "coal roads." What benefitted; more or less, other railroads through cheap coal and iron was a serious injury to these. Perhaps the state of depression which has overtaken their affairs is greater than it would have been had they bent earlier to the storm; or, more accurately speaking, their refusal to bend at all caused their affairs to break from their control. However it is evident that even here the worst is passed; and the lesson has not been without its value. A serious check has been given to unwise and indiscriminate guaranteeing of bonds and shares, in order to promote an extension of connections, and to obtain other indirect advantages. The burden of high rates of interest has also been brought home to railroad manage-

ment, and the desirability as well as practicability of funding debts at lower rates of interest received attention.

In short, the evil effects of the extravagance which preceded the panic of 1873 are being slowly removed, and the lessons of that time are being acted upon. Railroads no longer precede, but follow population; the needs of the older communities receive attention; economy in management and operating expenses has been more rigidly enforced; and the true relations between railroads and the community they serve are better understood. And we shall continue to recover our prosperity just so long as the lessons of the past are not forgotten. It is only when the warnings of experience are obscured by the glamour of high prosperity that disaster is invited.

The Southern Route to the Pacific.

It is announced from Washington, and confirmed by parties in this city likely to be well informed, that the differences between the Texas Pacific Railroad Company, represented by Col. Scott, and the Southern Pacific Railroad Company, represented by Mr. C. P. Huntington, have been harmonized. By the agreement the latter corporation is to build the line into San Diego, and also to extend its main line eastward into New Mexico until it is met and joined with the Texas road building west, the lands and other grants to belong to the builders. The whole line is to be completed in six years, and is to be subject to government supervision, so as to prevent discrimination, combination or exorbitant charges in through business. Branch lines from the main trunk in Texas are provided to Saint Louis, Memphis, and to New Orleans via Shreveport.

Southern Pacific Railroad in California.

LOS ANGELES, December 18th. Seventeen car loads of Chinamen, horses, and carts were dispatched to the terminus of the Southern Pacific Railroad at Indian Wells to-day. It is expected that work will be commenced immediately.

At the annual meeting of the stockholders of the Parkersburg Branch, Baltimore and Ohio Railroad, Wm. Keyser, second vice-president Baltimore and Ohio Railroad, was re-elected president, and the following directors for the en-

suing year: John W. Garrett, Galloway Cheston, Wm. McKim, William W. Taylor, T. H. Garrett, Baltimore; Wm. F. Burns, George R. Dennis, Frederick City; J. N. Camdeu, W. N. Chancellor, Parkersburg.

East Tennessee, Virginia and Georgia R. R.
The gross earnings of this road for the years ending June 30, 1875 and 1876, were as follows:

	1875.	1876.
Passengers, through	\$134,352 57	\$156,368 57
Passengers, local	116,775 60	118,689 35
Conductors' collections	56,889 54	58,014 27
Commutation tickets	6,230 00	6,553 00
Freight, through	287,957 77	276,744 19
Freight, local	382,397 63	359,229 89
Express	13,268 34	20,758 69
U. S. Mail	56,371 93	62,068 80
Miscellaneous	5,742 27	5,528 06

MUNNA DEP \$1,059,985 65 \$1,058,954 82

Expenses, viz:

Motive power	\$129,357 01	\$125,780 10
Maintenance of cars	65,260 88	58,173 40
Fuel for locomotives	63,359 74	66,311 95
Transportation	135,605 59	117,159 58
Repairs of sleeping cars	5,018 94	4,632 43
Repairs of roadway	244,510 73	267,161 11
General expenses	71,409 94	76,176 41

\$717,522 83 \$715,394 98

Net earnings \$342,462 82 \$348,559 84

Add interest on \$229,000 seven per cent Western North Carolina bonds owned by the company.. 16,030 00

Total net income \$359,589 84

Applied as follows:

Total interest and exchange on bonded and floating debt	\$280,512 09
Dividend of 3 per cent on capital stock paid April 1, 1876	58,901 25
Surplus	20,176 50

Total, as above \$359,589 84

Compared with the preceding year the gross revenue shows a decrease of \$1,030 83, with a decrease in expenses of \$2,127 85, making an increase in the net receipts of \$1,097 02. The percentage of expenses to earnings in 1876 was 67.55, against 67.70 in 1875. The President in his report says:

During the year the following amounts were expended for renewals, betterments and taxes, and charged in the expenses as above, viz:

For re-rolling iron rails, and for iron rails, fish plates, bolts, &c., purchased	\$107,835 32
For 78,435 new cross ties, laid in track	27,390 10
For 61 miles broken stone ballast	9,218 00
For new cars and renewals of cars	22,130 00
For four new locomotive boilers and flues used in renewing four engines	10,884 01

Total expenses for renewals and betterments \$177,457 43

Taxes for the year 14,816 85

Total charge to expenses \$192,274 28

There has been expended for additions to the property of the company and charged to the respective vestures the following amounts, viz:

For one third interest in Car Lifter at Lynchburg, Va., with the A. M. & O. and W. C. Va., M. & G. S. R. R.	\$2,597 00
For two Sleeping Cars, Leighton's patent	19,391 61
For Real Estate (cost of road)	2,675 08

Total for additions to the property \$24,663 68

Bills receivable have been reduced by a credit of that account with \$229,000 Western North Carolina bonds and a charge to Western North Carolina bonds for the estimated value of the latter, say \$213,984 27, being equal to the amount of notes previously received in settlement of the account vs. Western North Carolina Railroad Company; and bills payable account has been reduced \$7,791 12.

The funded debt has been reduced by the redemption of \$3,500 income bonds, due March 1st, 1876, and also by the payment of \$3,000 of the State Indorsed company bonds, on account of the sinking fund to the State of Tennessee. The 7 per cent. First Mortgage bonds of the company has been increased by the sale of \$10,000, being \$3,500 in excess of the amount of bonds retired.

The floating debt on the 30th of June, practically amounted to nothing, the cash and other available assets on hand (not including the Western North Carolina bonds) being more than equal to the small balances which it owes. For a statement in detail of the financial condition of the company, reference is made to the general balance sheet of the Secretary and Treasurer, submitted herewith. It may be briefly stated, as follows:

Capital stock	\$1,968,274 00
Total bonded debt	\$4,208,400 00
Less assets owned by the company, viz:	
229,000 in W. N. C. R.	
R. bonds \$204,801.96	
Morristown branch	217,675 53
	422,477 49
	3,785,922 51

Balance of liability for capital stock and bonded indebtedness \$5,754,196 51

Representing 270 miles of main line of railroad and equipments, equal to \$14,021 94 of bonded indebtedness, and \$7,289 90 of capital stock per mile, or a total on bonds and stock of \$21,311 84 per mile.

On the 1st of July last \$135,400 of the 6 per cent. bonds of the East Tennessee and Georgia Railroad Company, which were assumed under the consolidation of that road as part of your property matured. These bonds have been redeemed and will appear in the next annual report. Under the circumstances your board regards the results of the year's operations, as satisfactory, notwithstanding the fact of its inability to divide more than one dividend after applying the amounts to renewals, betterments, etc., as previously stated. It is scarcely necessary to revert to the causes which have operated to keep down the income, as these are in the main familiar to you. It may be proper however to mention, that in addition to the commercial depression which has resulted so generally and disastrously to the railroad traffic, the effects of the undue competition existing between what are known as the trunk lines, has operated to greatly reduce our earnings, and hence the year's income does not show such an increase, when compared with the former year, as would otherwise have been the case.

The physical condition of the property has been considerably improved by the expenditures made and charged in the operating expenses. This appreciation in the value of the property has been accomplished without increasing the indebtedness.

The board believes that a wise policy indicates the propriety of continuing to make such expenditures for rails and ballasting, from year to year, and as rapidly as the means of the company will permit, as may be required to bring the property up to the standard of a first-class railroad. Contracts have been made for the purchase and re-rolling of about thirty-seven miles of steel and iron rails, which will come into the expense of the ensuing fiscal year. It is estimated that a continuance of the present rate of expenditures for renewals, for about three years more, will fully suffice to restore the deteriorations of the rails which

accrued mainly before the consolidation of the roads, and was not, up to that date, annually replaced; and that thereafter it will not be necessary to make such heavy expenditures in order to maintain the physical condition of the property, up to the standard of a first-class railway.

Work is progressing rather slowly on the Western North Carolina road, but perhaps as rapidly as the means at its disposal will admit of. The State of North Carolina being the owner of three fourths of the capital stock of that company, and its early completion to Paint Rock (where it will connect with the Morristown branch,) being a matter of vital interest to her citizens, both political parties stand pledged in their platforms to extend such further aid from the State as will insure its early completion; and it is hoped that favorable action will be had by the Legislature, which meets next month, under which the road will be pushed forward rapidly. We take pleasure in alluding to the rapid progress which is being made in the construction of the Spartanburg and Asheville Line.

We are advised that the grading of the entire road is under contract, and that it will probably be completed to Asheville by the time, or before, the line to Paint Rock is finished. This will give a direct connection with the South Carolina system of roads, scarcely less important than the much desired connection with the roads of the North Carolina system; and when these outlets are opened to the business of this section, the Morristown branch will then constitute a valuable portion of your line, and the business of the company will, as your board believe, be materially increased, and especially its net income.

The length of road, including Dalton and Cleveland Branch, is 270 miles.

The equipment consists of 40 locomotives, 14 first-class, 10 second-class, and half-seated passenger cars, 3 U. S. Postal, 2 mail and baggage, 1 pay, 1 wrecking, 324 box, 22 stock, 187 flat and coal, 16 crank and lever, and 81 dump cars.

The number of miles run by locomotives was as follows: on freight trains, 450,884; on passenger trains, 386,712; on material trains, 41,178; switching, 17,150—total, 895,924.

Earnings per mile of road, \$8,922 05; expenses, \$2,649 61—net earnings, \$1,272 44.

Earnings of passenger trains per mile run, \$1 07.95, against \$1 25.5 for the preceding year. Earnings of freight trains per mile run, \$1 41.05, against \$1 73.25 for the preceding year. Earnings of revenue trains per mile run, \$1 25.76; total expenses per mile run by revenue trains, 85.40 cents; net earnings, do., 40.36 cents.

Cost of motive power per mile run by locomotives, 21.44 cents.

During the year 18 miles 281 yards fish bar iron rails, 2 miles 795 yards steel rails, and 42,462 new cross ties were put in the track on the Eastern division; and 13 miles new fish-bar iron and 35,991 new cross-ties on the Western division; 650 feet of side track were put down between Morristown and Talbots, and 1520 feet at Chattanooga. The Vice President, in his report, from which the above is obtained, says:

A comparison of the operation of the road for the year just closed with that of the preceding year, shows the following results: decrease in receipts from freight \$34,381 82, and from miscellaneous sources \$214 21. Increase in receipts from passengers \$20,377 48, from express \$7,490 35, from U. S. mail \$5,696 87. Showing a decrease in total gross receipts of \$1,030 83. The decrease in expenses is \$2,127 85, and the increase in net receipts, \$1,097 02. The increase in mileage of passenger trains is 81,380, and of freight trains 60,668. Total increase in distance run by

revenue earning trains 142,048 miles. Total tonnage moved by freight trains, 396,827,140 pounds, being an increase of 23,176,372 pounds over the preceding year.

Notwithstanding the increase in mileage of trains and tonnage of freight, expenses have been reduced in the following departments: motive power, \$844 75; maintenance of cars, \$7,473 99; transportation, \$18,446 01. But there has been an increase in the expenses for repairs of roadway of \$22,650 38, which may be explained by calling attention to the fact that for the year just closed we expended for iron rails and fastenings \$45,637 14 more than for the preceding year. Thus it will be seen that while there has been a considerable increase in mileage of trains, and tonnage of freight, there has been a decrease in the gross receipts of the road, indicating a material decrease in the rate of compensation received for work done. And it will also be seen that notwithstanding the increase in amount of service performed the operating expenses have been considerably reduced, except in the maintenance and improvement of roadway.

For the past few years your roadway has been kept in a constantly improving condition, but at a heavy cost.

A great deal of work has been done on Eastern division in widening cuts and embankments, rendered necessary by imperfections in the original construction, and a large amount of this kind of work remains to be done. The cost of maintaining the roadway has also been greatly increased in consequence of the poor quality of the iron rails that experience shows we have been using.

During the year, the repairs of roadway have cost \$989 50 per mile of track, of which amount \$399 40 per mile of track was paid out for rails and fastenings.

The officers of the road believed that the true interest of the company required the expensive improvements to the roadway which have been made, and I would suggest the propriety of making further improvements in this department.

A continuance of the general depression of business throughout the country in connection with other causes, has adversely affected the railroad interests of this section. Prominent roads have passed into the hands of Receivers, which virtually means that the stockholders no longer control their property; and that their investments, amounting to millions of dollars, are probably lost forever. Yet the obligations of your company have all been promptly met; but the dividend paid to your stockholders has been small on account of the reduced rates at which work has been done, and of heavy expenditures in the improvement of roadway.

CONDENSED BALANCE SHEET, JUNE 30, 1876.

Capital stock.....	\$1,962,075 00
Stock bonds.....	1,975 00
Guaranteed stock.....	1,800 00
Stock scrip.....	2,924 00
	\$1,968,274 00
Endorsed bonds, (E. T. & Ga.).....	\$92,000
Endorsed bonds, (E. T. & Va.).....	147,000
Company bonds, (E. T. & Ga.) old.....	635,000
Company bonds, (E. T. & Ga.) new.....	135,400
Second Mortgage bonds.....	190,000
First Mortgage bonds.....	3,009,000
	4,208,400 00
Bills payable.....	45,692 45
Pay rolls for month of June, 1876.....	28,799 05
Profit and loss.....	3,618,579 61
Due to other companies.....	17,734 70
Due to agents.....	81 72
Due to individuals.....	3,466 66
Due on dividends.....	10,407 00
Balance of interest due July 1st.....	33,809 51
	\$9,985,034 10

Cost of road.....	\$9,184,287 51
Telegraph Company stock.....	750 00
Express Company stock.....	5,000 00
Funds in Augusta, Ga., to pay interest.....	2,573 86
Bonds of the State of Tennessee.....	28,000 00
Memphis City bond.....	1,000 00
Investment in car lifter at Lynchburg.....	2,597 00
Investment in two Leighton sleeping cars.....	19,391 61
Bonds of the W. N. Car R. R. Co.....	204,801 90
Suspense account.....	104,535 68
Cincinnati, Cumberland Gap and Charleston R. R.....	217,675 53
Wood on hand.....	7,970 00
Coal on hand.....	428 00
Cash on hand.....	43,783 50
Bills receivable.....	35,580 32
Due from other companies.....	50,703 85
Due from agents.....	12,189 16
Due from individuals.....	13,766 17
	\$9,985,034 10

President.—R. T. WILSON.

Vice Pres't, & Supt.—CHARLES M. MCGHEE.

Directors.—R. T. Wilson, Joseph Jaques, C. M. McGhee, S. D. Reynolds, Joseph H. Earnest, R. H. Richards, Dr. Wm. R. Sevier, Thos. G. Barrett, W. C. Kyle, R. C. Jackson, Jos. R. Anderson, John Talbott, M. K. Jesup, Adrian Iselin, W. T. Walters.

Secretary & Treasurer.—JAMES G. MITCHELL.

Auditor.—O. H. P. ROGAN.

Baldwin Locomotive Works.

These celebrated works are situated in the space comprised between Broad, Willow, Fifteenth and Spring Garden streets, and in size and capacity have no rivals on the continent. Mr. M. W. Baldwin, the founder of the establishment, was a native of New Jersey, but came to Philadelphia in early life, and served an apprenticeship as a manufacturing jeweller, but after becoming of age he prosecuted various branches of manufacturing business until 1830, when he built the first locomotive for exhibition in Peale's Museum. In 1831 he received an order for a locomotive from the Philadelphia and Germantown Railroad, and the engine was placed on the road in January, 1833, being the first successful locomotive built in America. He built five engines in 1834, fourteen in 1835, forty in 1836, and between forty-five and fifty in 1837. In 1860 the capacity of the works had increased to eight locomotives per month; in 1866 to sixteen per month; in 1868 to twenty five per month. In 1854 Matthew Baird became a partner, contributing capital, skill, energy and practical knowledge of the business. In 1866 Mr. Baldwin died, and Mr. Baird purchased the Baldwin interest, and associated with him as partners George P. Burnham and Charles T. Parry, under the firm name of M. Baird & Co. Subsequently Mr. Baird's interest was purchased by the present firm, which includes Messrs. Burnham, Parry, Williams, Henszey, Longstreth and Converse. The capacity of this establishment has kept pace with the growth of the American railway system, and the firm has ventured boldly in all lines of enterprise. The first narrow gauge locomotive engine built in America was made in these works for the Denver and Rio Grande Railway. The firm has filled large orders for locomotives for railways in Russia and Brazil. Mr. Baldwin was the inventor of many of the peculiar features of the American locomotive, and the practical engineering talent of his associates and successors have always been equal to the task of producing a loco-

motive of any required kind for any particular service. Hence the establishment has contributed in more ways than one to the success of the American railway system. Our locomotives were not produced as mere imitations of foreign engines. Mr. Baldwin invented many of their peculiarities, and was in fact one of the most distinguished inventors the Republic has produced. The machinery used in the establishment is something wonderful in its way, the ground floor of the main building having no less than sixty-five machines in operation, including lathes, planers, slotting and milling machines and borers. The first planer made in America is still to be seen at work in this shop. The second floor of the same building has eighty-seven tools and machines, and the third floor sixty-two machines. The Willow-street shops have thirty-two machines on the first floor, twenty-four machines on the second floor, and thirteen machines on the third floor. The building between Buttonwood and Spring Garden streets is devoted to putting together the separate parts of the locomotives. These works employ some seventeen hundred men, who, with their families, constitute a population of seven thousand persons dependent on the establishment for their support. The ability of the concern to compete with the European works in the export trade in locomotives has been fully demonstrated. Philadelphia North American.

NEW BOOKS.

Knight's American Mechanical Dictionary: being a description of tools, instruments, machines, processes, and engineering; history of inventions; general technological vocabulary; and digest of mechanical appliances in Science and the Arts; by EDWARD H. KNIGHT. HOBBS & HUGHES, Riverside Pier, Cambridge, Mass. 1876.

The work is finished, and challenges criticism in its intelligent choice of subjects, its convenient system, and the labor and truthfulness of its immensely extended details. Dr. Ure's great work was more particularly chemical, with small attention to the grosser working of matter in machines, and artificial structures and fabrics. This work is, as its somewhat lengthy title indicates, almost exclusively mechanical. It is not easy to do it full justice.

This is the age of material progress. Material wealth increases by wise accumulations of the results of labor in useful roads, bridges, ships, docks and wires. Most wisely of all does it accumulate in increased facilities for performing labor, and increased facilities for teaching the next generation how to perform theirs.

This is the age of compliments to workmen. Mr. Knight's book is a compliment to inventors and their associates, ranking alongside of the statue of the inventor Morse in the Central Park.

In Fine Arts our generation bows deferentially to its predecessors. In religion our Sunday Schools "hold the fort" with much visible improvement on the gloom of the ancient catechism. But in working, in conquering the difficulties which encumber existence in the temperate zone on this planet, man has made well nigh as great removes from the savage root-digger, since the birth of some now living, as during the whole of the ages preceding.

The morning stars sang together at some early period, so we learn, but we hear nothing of their working. It has remained for the present age to work and to love it—to take a delight in organizing means for making labor more and more effective. Mr. Knight's book is a magnificent reminder of the progress of the age, and an exhaustless

fund of nervously bristling facts on the immensely diversified ramifications of mechanical labor.

History, except as it throws light on the present or instructs in regard to what may occur again, is intellectual dissipation. History of the useful arts has a remote bearing on the present and can be tolerated. But give us, by a preference as strong as sunlight differs from moonshine, the living breathing present, down to the latest day and hour. In all the useful arts the U. S. Patent Office is the place to know and bathe in these present facts, and Mr. Knight has been in its center. Aided by a corps of assistants, male and female, he has by his regular duties been required to take cognizance of and classify and digest the whirl of inventions seething through the Patent Office at the rate of three hundred a week for the last decade.

No man but E. H. Knight could make such a book. Works which combine the labors of many bring mature thought, but they lack unity. Too often our mechanical books are still lower, built of scraps from authors preceding them. Knight's Dictionary has drawn directly from the material in the original specifications besides investigating largely in every direction independently.

The work has a fault. It would be difficult to produce a work that has not some. This fault is peculiar to the nineteenth century. The ancients mystified their writings with supernatural beings and influences. The fashion of the times prevented their stating a fact in plain language. They must mould it in poetry or blind it in a riddle. Knight's Dictionary has not that fault, but it has the weakness of attempting to mingle humor with philosophy. Many of our best books have it. Mark Twain's "Innocents Abroad" has it bad. Streaked in like Thomaston marble we find the most sensible criticisms, valuable facts, and absurd reflections. A mind trained to labor, and to delight in truth for its own sake, is pained at the difficulty in distinguishing where the facts leave off and the nonsermon begins. It is not a peculiarity of our country alone. Mr. Burgh's late elaborate work (English) on steam boilers is full of it. Mr. Knight's humor is not a vice to the same extent as Mr. Burgh's. Some may value it as making the book more readable. The fault can be endured by the present age; but when that New Zealander of the future sits on the broken towers of the Brooklyn Suspension Bridge, and photographs the ruins, he will curse the bushy head and vigorous will of Edward Knight for not printing his jokes in different type from the rest, so that he can distinguish which is which.

The work is bound in three volumes large octavo, with a total of 2824 pages. There are what are numbered up to 7400 engravings, but some of these have many different figures. "Scarf" in carpentry, figure 4660, represents variations from a to 4. Figure 2698, "angle and girder irons," contains 99 forms, and the next cut presents 137 more. Roofs and trusses each present many modifications, 4-deck-bridge-trusses, 4, through-bridge-trusses, 7, and bridge-trusses without any prefix.

The book refers from general to subordinate heads by profuse sub-indexes, features which if they did not originate with this author have been largely promoted by him and introduced in the

Official Index to U. S. Patents. For example, under "Railway" are 199 heads from "Adhesive car," "Aerial car" and "Aerial railway" down to "Water elevator," "Wire-way" and "Wrecking car."

The sub-index under the word "Lamp" contains 35 sub-heads, from "Annealing-lamp" to "Vapor-lamp," and the closely kindred title, "Light and Photic Appliances" has 135 sub-heads from "Aphlogistic Lamp" and "Argand burner" down through "Electrophorus," "Holophotal light," "Hydrostatic lamp" and "Parochute-light" to "Wick trimmer" and "Zirconia-light."

The execution of the text and cuts is of the finest class. The work should be in every gentleman's library who is interested in the mechanical arts. It is a dictionary, a school and a luxury.

Massachusetts Horse Railroad Returns.

MIDDLESEX HORSE RAILROAD CO.

Capital stock authorized by charter..	\$550,000 00
Funded debt, due 1884, 6 per cent interest	99,500 00
Funded debt, due 1880, 6 per cent interest	60,000 00
Funded debt, due 1877, 6 per cent interest	6,500 00
Unfunded debt, 1878, 7 3-10 per cent interest	150,000 00
Unfunded debt, 1888, 8 per cent interest	162,759 10
Total amount of debt	538,759 10
Total cost to this company of all railways and branches purchased	13,158 19
Total cost to this company of all railways built and purchased	419,657 25
Number of horses, 812; cost	46,800 00
Number of cars, 65; cost	70,379 17
Other articles of equipment	24,313 47
Total cost of equipment	141,493 64
Total cost of equipment, land and buildings	276,537 07
Total cost of railway and equipment	696,196 32
Total amount of investments	696,196 32
Expenditures charged to property account for the year—total	7,682 00
Total earnings	248,681 55
Total income to company	248,681 55
Actual cash paid for renewal of horses during the year	5,626 50
Wages and salaries of president, treasurer, superintendent and their clerks	11,200 00
Wages and salaries of all persons employed in operating the road	70,233 11
Provender	41,974 28
Damages for injuries to persons and property	475 00
Total expense of operating	181,644 05
Total net income above operating expenses, per company's account	67,037 50
Paid in dividends, 6 per cent for the year	24,000 00
Total surplus	38,875 93
Total length of railway measured as single track, not including sidings, etc., operated by this company	15,094
Total number of miles run during the year	619,475
Average cost per mile run	29.32
Total number of passengers carried in the cars	4,390,923
Total number of round trips for the year	109,959
Average number of passengers per round trip	39.93
Number of persons regularly employed by company	155

SOUTH BOSTON HORSE RAILROAD CO.

Capital stock authorized by charter ..	\$600,000 00
Funded debt	None.
Unfunded debt	97,096 11
Total amount of debt	97,096 11
Total cost of construction	223,108 84

No. of horses, 405, cost	55,445 00
No. of cars, 70, cost	56,180 90
Other articles of equipment	51,387 83
Total cost of equipment	163,013 73
Total cost of equipment, land and buildings	339,889 47
Total cost of railway and equipment ..	562,998 31
Total amount of investments	562,998 31
Expenditures charged to property account for the year—total	16,730 32
Total earnings	296,783 36
Total income to company	299,605 32
Actual cash paid for renewal of horses during the year	16,325 75
Wages and salaries of president, treasurer, superintendent and their clerks ..	11,856 51
Wages and salaries of all other persons employed in operating the road ..	104,905 94
Provender	48,531 60
Damages for injuries to persons and property	159 32
Total expense of operating	259,766 76
Total net income above operating expenses, per company's account	39,838 56
Paid for interest	40,925 00
Paid in dividends 9 per cent for the year	6,574 76
Total surplus	6,574 76
Total length of railway measured as single track, not including sidings, etc., operated by this company	9 83
Total number of miles run during the year	922,814.83
Average cost per mile run	28c. nearly.
Total number of passengers carried in the cars	5,978,200
Total number of round trips for the year	155,626
Average number of passengers per round trip	38.4
Number of persons regularly employed by company	209

HIGHLAND STREET RAILWAY CO.

Capital stock authorized by charter ..	\$350,000 00
Funded debt, due 1894, 7 per cent interest	150,000 00
Unfunded debt	51,922 00
Total amount of debt	201,922 00
Total cost of construction	177,944 69
Number of horses, 346, cost	54,102 95
Number of cars, 65, cost	70,174 24
Other articles of equipment	27,690 70
Total cost of equipment	151,927 89
Total cost of equipment, land and buildings	297,993 30
Total cost of railway and equipment ..	475,947 99
Expenditures charged to property account for the year—total	33,654 29
Total earnings	230,946 54
Actual cash paid for renewal of horses during the year	3,211 31
Wages and salaries of president, treasurer, superintendent and their clerks ..	9,900 00
Wages and salaries of all other persons employed in operating the road	95,781 17
Provender	40,186 60
Damages for injuries to persons and property	100 00
Total expense of operating	191,011 81
Total net income above operating expenses, per company's account	39,934 73
Paid in dividends 8 per cent for the year	20,676 00
Total surplus	31,825 65
Total length of railway measured as single track, not including sidings, etc., operated by this company	11.129
Total number of miles run during the year	833,054
Total number of passengers carried in the cars	4,601,580
Total number of round trips for the year	111,586
Average number of passengers per round trip	41 2-10
Number of persons regularly employed by company	172

UNION STREET RAILWAY CO.

Capital stock authorized by charter..	\$500,000 00
Unfunded debt.....	235,155 13
Number of horses, 794, cost.....	95,280 00
Number of cars, 128, cost.....	69,510 50
Other articles of equipment.....	35,893 60
Total cost of equipment.....	200,684 10
Land owned by company needed in operating road.....	142,638 41
Buildings owned by company needed in operating road.....	189,961 04
Total equipment, land and buildings.....	533,283 55
Total amount of investments.....	533,283 55
Expenditures charged to property account for the year, total.....	32,772 50
Total earnings.....	515,629 37
Total income to company.....	525,812 42
Actual cash paid for renewal of horses during the year.....	9,216 85
Wages and salaries of president, treasurer, superintendent and their clerks.....	14,180 00
Wages and salaries of all other persons employed in operating the road.....	193,872 65
Provender.....	73,635 97
Damages for injuries to persons and property.....	1,919 01
Total expense of operating.....	466,936 88
Total net income above operating expenses, per company's account.....	58,875 54
Paid in dividends 10 per cent for the year.....	37,430 00
Total surplus.....	27,918 47
Total length of railway measured as single track, not including sidings, etc., operated by this company.....	34.0015
Total number of miles run during the year.....	1,446,691
Average cost per mile run.....	32.28 cents.
Total number of passengers carried in the cars.....	7,876,317
Total number of round trips for the year.....	204,533
Average number of passengers per round trip.....	38.50
Number of persons regularly employed by company.....	351

LYNN AND BOSTON STREET RAILWAY CO.

Capital stock authorized by charter..	\$200,000 00
Funded debt, due 1885, 6 per cent interest.....	50,000 00
Unfunded debt.....	39,594 63
Total amount of debt.....	89,594 63
Total cost of construction.....	181,960 11
Total cost to this company of all railways built and purchased.....	181,960 11
Number of horses, 228; cost.....	22,800 00
Number of cars, 43; cost.....	28,125 00
Other articles of equipment.....	8,510 00
Total cost of equipment.....	59,435 00
Land and buildings owned by company needed in operating road.....	27,910 00
Total cost of equipment, land and buildings.....	87,345 00
Total cost of railway and equipment.....	269,305 11
Total amount of investments.....	269,305 11
Total earnings.....	152,099 69
Total income to company.....	152,099 69
Actual cash paid for renewal of horses during the year.....	4,555 50
Wages and salaries of president, treasurer, superintendent and their clerks.....	5,040 00
Wages and salaries of all other persons employed in operating the road.....	49,143 01
Provender.....	25,889 57
Rent and tolls paid other companies for use of their roads:	
Boston and Chelsea.....	8,800 00
Middlesex.....	5,053 02
Winchismet.....	3,600 00
Metropolitan.....	258 19
Damages for injuries to persons and property.....	2,655 41
Total expense of operating.....	135,416 88
Total net income above operating expenses, per company's account.....	16,682 81
Total surplus.....	1,277 70

Total length of railway measured as single track, not including sidings, etc., operated by this company.....	12,980 miles.
Total number of miles run during the year.....	452,795
Total number of passengers carried in the cars.....	2,107,385
Total number of round trips for the year.....	58,590
Average number of passengers per round trip.....	35.96
Number of persons regularly employed by company.....	87

METROPOLITAN STREET RAILWAY CO.

Capital stock authorized by charter..	\$1,950,000 00
Funded debt, due 1884, 7 per cent interest.....	500,000 00
Funded debt, due 1877, 7 per cent interest.....	243,442 12
Unfunded debt.....	329,000 00
Total amount of debt.....	1,072,442 12
Total cost to this company of all railways and branches purchased.....	390,558 65
Total cost to this company of all ways built and purchased.....	1,185,290 45
Number of horses, 1635, cost.....	210,679 94
Number of cars, 300, cost.....	252,156 50
Other articles of equipment.....	100,489 57
Total cost of equipment.....	563,326 01
Total cost of equipment, land and buildings.....	1,293,067 26
Total cost of railway and equipment.....	2,478,357 71
Total amount of investments.....	2,778,357 71
Expenditures charged to property account for the year, total.....	82,565 88
Total earnings.....	1,152,132 82
Total income to company.....	1,556,305 45
Actual cash paid for renewal of horses during the year.....	36,673 71
Wages and salaries of president, treasurer, superintendent and their clerks.....	22,299 99
Wages and salaries of all other persons employed in operating the road.....	395,876 17
Provender.....	164,629 85
Damages for injuries to persons and property for 1876 and previous years.....	16,106 44
Total expense of operating.....	877,485 14
Total net income above operating expenses, per company's account.....	277,820 31
Paid in dividends, 8 per cent for the year.....	120,000 00
Total surplus.....	241,985 05
Total length of railway measured as single track, not including sidings, etc., operated by this company.....	47,195 miles.
Total number of miles run during the year.....	8,629,161
Average cost per mile run.....	14.17 cents.
Total number of passengers carried in the cars.....	22,116,287
Total number of round trips for the year.....	570,605
Average number of passengers per round trip.....	38.75
Number of persons regularly employed by company.....	885

Felton and San Lorenzo Railroad.

Articles of incorporation of the Felton and San Lorenzo Railroad company have been filed in the County Clerk's office of Santa Cruz Co., California. The company propose to construct and operate a narrow gauge road from the town of Felton up and along the San Lorenzo river, a distance of 15 miles, and also along Bear creek, 7 miles, and Boulder creek, 10 miles—the entire road to be 32 miles. The corporation is to last 50 years, and the principal place of business to be at Santa Cruz. The capital stock is \$500,000 divided into shares of \$100 each. The trustees are: C. G. Harrison, John S. Carter, and W. T. Tisdale, of

Felton; C. H. Gottill, of Santa Cruz, and James P. Pierce, of Santa Clara.

Union Freight Railway.

The following figures are taken from the report made to the Massachusetts Railroad Commissioners by the Old Colony Railroad company as less-ees of the Union Freight Railway:

Capital stock authorized by charter.....	\$500,000 00
Capital stock paid in as by books.....	300,000 00
Total cost of construction.....	263,778 27
Total amount of income.....	14,401 39
Total expenses of operating.....	8,407 83
Total net income above operating expenses.....	6,003 56
Balance for the year, or surplus.....	5,944 06
Deficit at commencement of year.....	22,908 61
Charge to profit and loss in 1875.....	6,592 17
Total deficit.....	\$29,500 78
Less net income.....	5,944 06
	\$23,556 72

TONS CARRIED DURING YEAR TO SEVERAL RAILROADS FROM WHARVES AND WAREHOUSES.

Old Colony.....	2,500
Boston and Albany.....	1,661
New York and New England.....	363
Fitchburg.....	715
Eastern.....	1,752
Boston and Maine.....	714
Boston and Lowell.....	1,437
Boston and Providence.....	7
	9,139

TONS CARRIED TO WHARVES AND WAREHOUSES FROM THE SEVERAL RAILROADS.

Old Colony.....	4,298
Boston and Albany.....	7,636
New York and New England.....	270
Fitchburg.....	6,809
Eastern.....	1,169
Boston and Maine.....	682
Boston and Lowell.....	11,071
Boston and Providence.....	319
	32,884

TONS CARRIED TO OTHER RAILROADS FROM RAILROADS.

Old Colony.....	22,932
Boston and Albany.....	113
New York and New England.....	8,556
Fitchburg.....	2,798
Eastern.....	1,192
Boston and Maine.....	1,068
Boston and Lowell.....	3,616
Boston and Providence.....	302
	40,577

Tariff rate of freight per car \$5.

MISCELLANEOUS.

Length of Railway owned by Company exclusive of siding.....	2,451 miles
Receipts from freight hauled for the year ending Sept. 30, 1876.....	\$37,338 20
Expenses of working road.....	26,865 66
There have been expended for improvement, new tracks and extensions during the year.....	1,107 44

The Denver and Rio Grande Railroad Company has determined to build a branch to the rich San Juan mining country. The programme is to have the road go to the Rio Grande via Conejos, with a branch to Del Norte. From Del Norte the proposed line is run up the Rio Grande to the South fork, a short distance above town, following up the stream to its head, where an excellent pass has been found, and thence along the west side of the range to Animas Park, right in the heart of the San Juan mining region.

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

Year ending	Length track equivalent	Number of trains	Car.	COMPANY	Cost of Road and Equipment	Share Capital	Indebtedness	Earnings	Value of Shares
						Bonded Debt	Floating Debt	Gross Net	Par. Paid. Market.
Sept. 30, '75	11.00	158	45	Albany.....N.Y.	221,500	200,000	75,500	181,000 38,717	100 100
Sept. 30, '75	1.00			Albany St. Freight (B'ton). Mass.	49,238	75,000		1,999 128	100 100
Sept. 30, '75	25.00	491	98	Atlantic Avenue (Bklyn). N.Y.	1,261,912	650,200	490,000	376,017 126,809	100 100
Dec. 31, '75	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000		616,539 221,900	25 25 34
Sept. 30, '75	22.00	396	48	Bloek, st. & F.F. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	246,785 51,992	100 100
Sept. 30, '75	5.82			Boston and Chelsea.....Mass.	110,000	110,000		8,800 7,099	62 100
Sept. 30, '75	13.89	310	60	Broadway (Brooklyn). N.Y.	473,576	200,000	210,000	226,486 53,516	12 100
Sept. 30, '75	16.25	1200	147	B'way & 7th Av. (N.Y.C.). N.Y.	3,907,092	2,100,000	1,500,000	1,044,803 263,261	6 100
Sept. 30, '75	8.25	9	D.	Brooklyn, Bath & Coney I.N.Y.	266,105	80,000		47,051 Loss.	
Sept. 30, '75	59.00	1973	441	Brooklyn City.....N.Y.	2,460,056	2,000,000	300,000	1,492,318 321,341	13 10 10
Sept. 30, '75	21.50	287	72	Brooklyn City & Newtown.N.Y.	579,359	400,000	55,710	196,743 59,368	
Sept. 30, '75	19.83	231	57	Brooklyn Cross-Town.....N.Y.	710,856	395,400	300,000	178,983 37,348	100 100
Sept. 30, '75	17.88	111	28	Buffalo East Side.....N.Y.	414,238	28,000	283,000	62,332 9,991	100 100
Sept. 30, '75	17.62	411	71	Buffalo Street (Brooklyn). N.Y.	648,928	100,000	568,859	114,467 211,606	33,422 100
Sept. 30, '75	11.00	134	32	Bushwick (Brooklyn).....N.Y.	499,604	300,000	1,540	176,149 107,374	100 100
Sept. 30, '75	30.30			Cambridge (Boston).....Mass.	824,300	824,300	150,000	77,187 17,137	9 100 109
Sept. 30, '75	4.92	149	30	Central Cross-Town. N.Y. City	847,046	600,000	240,000	74,979 Deficit	100 100
Sept. 30, '75	24.00	1108	131	Cen. P. & N.E.R. (N.Y.C.). N.Y.	2,076,700	1,676,700	1,200,000	774,315 153,266	100 100
Sept. 30, '75	6.00	175	28	Christopher & Tenth st. N.Y.C.	768,500	650,000	68,500	93,712 5,617	100 100
Oct. 31, '75	9.80	842	49	Citizens' (Phila.).....Pa.	232,467	192,750		859,716 100,982	40 50 20
Oct. 31, '75	9.61	227	39	Citizens' (Pittsburg).....Pa.	179,870	184,000	50,000	207,918 41,817	20 50 46
Sept. 30, '75	15.03	248	29	Coney Island & Brooklyn.N.Y.	716,750	500,000	307,000	207,280 37,793	100 100
Sept. 30, '75	11.23	876	131	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	1,161,213	1,200,000	1,005,000	937,476 322,556	8 100 100
Sept. 30, '75	10.31	1075	112	Eighth Avenue (N.Y. City). N.Y.	1,823,076	1,000,000	203,900	839,785 136,410	12 100 100
Dec. 31, '75	7.09	92	17	Elizabeth and Newark.....N.J.	276,920	232,725		41,195 46,833	4 100 100
Oct. 31, '75	5.67	32	20	Federal St. & Ft. Val. (Phg.). Pa.	156,719	100,000	78,000	72,901 8,639	25 25
Sept. 30, '75	10.26	453	64	42d st. & Gr'd st. F. (N.Y.C.). N.Y.	1,054,679	748,000	236,000	348,096 50,907	9 100 100
Oct. 31, '75	21.86	502	71	Frankford & Southwark (Ph.). Pa.	987,002	600,000	211,500	492,715 98,104	10 50 70
Oct. 31, '75	34.91	452	78	Germantown (Phila.).....Pa.	772,305	639,514	106,500	471,319 103,017	7 50 50
Sept. 30, '75	7.87	153	27	Gr'd St. & Newtown (Bk'n). N.Y.	321,840	170,000	90,000	95,236 24,405	100 100
Sept. 30, '75	8.50	172	41	Gr'd St. Prop. Pl. & Flatb. N.Y.	466,590	200,000	102,427	77,578 2,700	100 100
Oct. 31, '75	7.94	241	43	Green and Coates st. (Phila.). Pa.	262,912	150,000	100,000	211,719 61,322	27 50 15
Sept. 30, '75	11.95	139	26	Hart, Br. Mor. & F'dham. N.Y.	287,502	299,100	146,000	97,966 5,334	100 100
Sept. 30, '75	11.86	321	56	Hous. W. st. & Pavia Fy. N.Y.	717,250	228,750	478,500	238,493 50,400	100 100
Oct. 31, '75	47.71	76	13	Hout, Mant. & F'mount (Ph.). Pa.	402,727	300,000	125,000	359,918 93,105	18 50 25
Sept. 30, '75	6.50	264	33	Highland (Boston).....Mass.	450,083	230,000	120,000	227,438 41,250	8 100 106
Sept. 30, '75	10.75	65	22	Jamaica, Woodh'n & Bklyn N.Y.	100,000	100,000		22,019 994	100 100
Oct. 31, '75	5.69	132	22	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,56	109,882 21,309	12 50 124
Sept. 30, '75	7.50	7	4	Long Island City Shore.....N.Y.	165,000	75,000	90,000	20,761 3,337	100 100
Sept. 30, '75	5.09	50	12	Lowell Horse.....Mass.	100,569	93,100	7,762	33,927 4	100 100
Sept. 30, '75	12.79	252	87	Lyons and Boston.....Mass.	291,296	200,000	50,000	61,017 166,496	15,587 100
Sept. 30, '75	2.50			Malden and Melrose.....Mass.	60,246	165,500	14,000		100 100
Sept. 30, '75	5.21	60	16	Merrimac Valley.....Mass.	79,770	50,000		33,422 2,615	100 100
Sept. 30, '75	47.09	1317	268	Metropolitan (Boston).....Mass.	2,703,761	1,600,000	743,442	1,126,707 219,958	7 100 624
Sept. 30, '75	16.83	812	63	Middlesex (Boston).....Mass.	733,080	400,000	376,000	249,821 54,506	6 100 100
Sept. 30, '75	8.55	52	32	Naumkeag.....Mass.	207,197	180,000	35,900	32,070 2,792	100 100
Sept. 30, '75	3.82	35	8	New Bedford & Fairhaven. Mass.	81,096	50,000	30,190	93,657 2,457	100 100
Sept. 30, '75	4.50	6	D.	New York Elevated.....N.Y.	1,677,522	798,300	771,000	93,275 Deficit	100 100
Sept. 30, '75	7.50	82	17	New Wmaburg & Flatbush. N.Y.	328,658	300,000		93,657 3,197	100 100
Sept. 30, '75	6.10	200	20	Ninth Avenue (N.Y. City). N.Y.	999,422	799,200	207,000	60,356 13,432	100 100
Sept. 30, '75	11.16	124	29	North 2d St. & Middle Vil. N.Y.	242,310	142,100	125,000	222,901 69,979	100 100
Dec. 31, '75	13.09	241	47	Orange and Newark.....N.J.	1,041,187	290,000	700,000	156,420 31,077	100 100
Sept. 30, '75	14.40	160	42	Park Avenue (Brooklyn). N.Y.	412,093	200,000	300,000	125,715 31,978	100 100
Oct. 31, '75	9.83	87	13	People's (Scranton).....N.Y.	162,719	150,000	15,000	42,108 13,108	8 100 100
Oct. 31, '75	6.69	21	14	People's (Pottsville).....Pa.	152,114	100,000	35,000	42,108 1,006	50 20
Oct. 31, '75	12.79	641	119	Philadelphia City (O. & W.). Pa.	793,912	500,000	69,108	23,591 123,409	20 50 25
Oct. 31, '75	6.22	15	15	Philadelphia and Darby.....Pa.	326,859	200,000	100,000	24,000 8 20	20 74
Oct. 31, '75	13.17	161	22	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	5,600	41,718 10 30	30 31
Oct. 31, '75	8.76	137	40	Pg. Allegheny & Manchester. Pa.	392,718	300,000	100,000	45,310 8 50	50 37
Oct. 31, '75	6.66	121	20	Pittsburg and Birmingham. Pa.	196,322	150,000	50,000	81,310 13,108	50 37
Oct. 31, '75	10.00	132	29	Pg. Oakland & E. Liberty.....Pa.	191,927	150,000	43,000	59,172 5	50 50
Dec. 31, '75	7.13	71	18	Portland.....Me.	175,000	157,800	1,000	49,893 4,791	100 100
Sept. 30, '75	5.00	40	13	Poughkeepsie City.....N.Y.	131,702	76,705	27,900	38,906 2,643	100 100
Sept. 30, '75	14.75	212	44	Prospect Park & Coney I. N.Y.	1,011,126	500,000	3,224	151,178 43,339	10 50 30
Oct. 31, '75	14.12	280	44	Ridge Avenue (Ph.). Pa.	423,951	500,000	58,430	249,316 51,102	100 100
Sept. 30, '75	17.00	156	47	Rochester and Brighton.....N.Y.	263,509	105,000	138,000	122,807 45,789	100 100
Sept. 30, '75	22.00	1109	159	Second Avenue (N.Y. City). N.Y.	2,547,402	1,199,500	1,317,000	780,147 155,657	17 50 31
Oct. 31, '75	41.66	635	111	2d and 3d street (Phila.). Pa.	822,901	671,576	109,500	571,222 192,513	17 50 31
Oct. 31, '75	7.59	301	38	17th and 19th street (Phila.). Pa.	209,487	160,000	50,000	249,068 79,314	124 50 40
Sept. 30, '75	8.37	1076	112	Sixth Avenue (N.Y. City). N.Y.	2,367,088	750,000	415,000	536,910 102,809	10 100 100
Sept. 30, '75	10.36	350	62	South Boston.....Mass.	546,268	450,000	28,268	305,565 35,976	7 100 100
Sept. 30, '75	6.50	106	28	South Brooklyn & Park.....N.Y.	114,774	150,000	26,642	47,241 6,210	100 100
Sept. 30, '75	1.74			South Ferry.....N.Y.	280,111	150,000	137,000	31,791 6,496	100 100
Sept. 30, '75	5.09	88	9	Springfield.....Mass.	90,912	50,000	25,500	26,922 792	100 100
Sept. 30, '75	8.00	40	13	Staten Island.....N.Y.	31,600	31,000		18,288 Deficit	100 100
Sept. 30, '75	2.23	24	6	Stoneham street (Boston). Mass.	42,969	33,000		2,144 1,729	6 100 100
Sept. 30, '75	2.63	22	10	Syracuse and Geddes.....N.Y.	32,286	25,000		16,619 2,614	8 100 100
Sept. 30, '75	2.60	17	8	Syracuse and Onondaga.....N.Y.	81,267	37,000	5,000	14,382 3,796	100 100
Sept. 30, '75	4.32	32	8	Taunton.....Mass.	57,198	40,000	9,000	17,436 985	100 100
Oct. 31, '75	9.30	842	49	10th & 11th st. (Citizens). Pa.	232,467	192,750		359,714 106,982	40 50 20
Oct. 31, '75	10.75	251	37	13th and 15th streets (Phila.). Pa.	281,709	334,529	100,000	215,529 47,901	10 50 161
Sept. 30, '75	13.00	2004	283	Third Avenue (N.Y. City). N.Y.	4,076,069	2,000,000	30,000	1,824,149 604,923	10 100 100
Sept. 30, '75	6.40	80	8	Troy and Albany.....N.Y.	74,640	44,700	1,468	18,016 3,365	100 100
Sept. 30, '75	4.98			Troy and Cohoes.....N.Y.	50,000	50,000		170,326 17,500	100 100
Sept. 30, '75	2.80	280	67	Troy and Lansingburg.....N.Y.	330,304	254,000	102,000	163,116 29,968	4 100 100
Sept. 30, '75	5.00	170	32	23d street (N.Y. City). N.Y.	910,876	600,000	20,913	530,604 49,984	10 100 100
Sept. 30, '75	3.00	775	114	Union (Boston).....Mass.	504,121	367,900	5,500	701,309 241,302	40 50 30
Oct. 31, '75	30.00	860	150	Union (Phila.).....Pa.	1,410,919	500,000	500,000	409,731 99,385	3 100 100
Sept. 30, '75	4.42		28	Union (Providence).....R.I.	796,180	614,300	101,880	16,000 13,707	130 100
Sept. 30, '75	18.11	92		Union Freight (Boston).....Mass.	253,778	300,000	75,000	45,950 6,496	3 100 100
Sept. 30, '75	2.50	18	6	Utica, Clinton & Bingham. N.Y.	321,553	121,400	200,000	18,141 3,848	3 100 100
Sept. 30, '75	2.50	18	6	Van Brunt st. (Brooklyn). N.Y.	87,000	75,000	15,000	7,191 2,295	21 100 100
Sept. 30, '75	3.24	12	4	Walham and Newtown. Mass.	46,233	30,000		86,238 12,508	20 50 50
Sept. 30, '75	14.50	154	30	Watervliet (Albany).....N.Y.	342,797	240,000	122,000	462,119 109,401	20 50 50
Oct. 31, '75	16.25	622	76	West Philadelphia.....Pa.	632,109	500,000	100,000	31,363 14,901	4 100 100
Oct. 31, '75	4.38	22	7	Wilkesbarre and Kingston. Pa.	100,000	100,000		3,600 3,087	4 100 100
Sept. 30, '75	3.87	14	4	Winthrop (Boston).....Mass.	52,500	60,000		8,028 609	100 100
Sept. 30, '75	4.82	14	4	Winthrop (Boston).....Mass.	125,436	100,000	45,000	9,395	100 100
Sept. 30, '75									

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe.:													
1875.....	68,659	78,410	104,051	112,474	107,614	104,437	113,450	152,215	147,552	199,926	178,954	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	248,133	265,593	235,000	225,300	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,503,000	1,339,309	17,021,016
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,439	480,056	524,042	550,950	416,544	364,725	5,126,298
1875.....	319,928	323,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,686,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,272	517,933	526,406	377,553	.....	.....
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,337	1,520,638	1,516,583	1,076,908	1,062,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,087	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,927
1876.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,297	574,258	805,803	929,911	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1874.....	454,426	657,497	576,271	742,051	964,930	886,709	749,215	740,373	798,859	862,153	694,250	626,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,853	877,571	688,753	569,482	646,150	817,569	764,982	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	443,924	413,443	436,459	411,260	393,806	465,503	466,796	493,893	327,804	322,596	4,887,448
1874.....	372,408	292,730	323,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	326,399	4,398,606
1875.....	277,140	255,239	301,666	304,424	303,689	235,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1873.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1874.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,222,588	19,548,617
1875.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,651	18,136,787
1876.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	173,911	.....	.....	.....
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	.....	.....	.....
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	636,459	742,600	684,840	769,748	884,485	797,121	636,039	703,632	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,566
1876.....	583,446	608,126	605,494	546,032	585,969	614,484	482,003	595,100	623,057	718,740	580,106	.....	.....
Kansas Pacific:													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,293,183
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	254,788	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,032,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,369	1,243,594	14,998,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,999,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,319	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,811	1,275,661	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1873.....	411,113	384,053	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,907	487,603	464,163	5,608,117
1874.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,039,534
1875.....	555,709	438,037	487,871	551,932	559,254	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1876.....	500,902	441,623	611,211	600,066	556,789	491,823	462,231	534,001	620,814	669,785	595,121	.....	.....
1876.....	518,567	548,669	583,981	610,543	629,348	533,170	430,625	542,772	622,526	647,210	541,341	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	157,091	221,444	211,735	263,208	291,827	305,144	300,534	.....	.....
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,276	324,886	.....	.....
Ohio and Mississippi:													
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,220	3,554,667
1874.....	266,039	243,167	304,842	293,665	268,807	292,546	298,642	311,140	356,131	352,544	398,575	297,678	3,612,776
1875.....	245,939	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,905	324,857	337,915	3,436,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,060	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,009	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,704	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,248	1,049,136	14,990,005
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	968,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,268	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	206,622	221,348	2,519,538
1874.....	243,915	211,409	226,288	214,630	251,509	238,608	235,250	254,230	292,216	358,776	250,860	285,000	.....
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	429,76		

NATIONAL AND STATE SECURITIES.

National Securities, Dec. 1, 1876.							Interest.							Amounts outstanding.							Interest.							Amounts outstanding.																											
							Rate.							Payable.							Rate.							Payable.							Rate.							Payable.													
							When Payable.							Market Price.														When Payable.							Market Price.																				
Loan of June 14, 1868.....registered							\$260,000							5 Jan. & July. 1874							112							Massachusetts—(\$29,466,204):							650,000							5 Jan. & July. 1894							114						
Loan of February 8, 1861.....registered							13,797,000							6 Jan. & July. 1880							117							.. Lunatic Hospital Loan, 1874.....							400,000							5 Jan. & July. 1884							114						
.. coupon							4,618,000							6 Jan. & July. 1880							117							.. Harbor Land Improvement bonds, 1874							220,000							5 May & Nov. 1880							108						
Oregon War Bonds of March 2, 1861.....coupon							945,000							6 Jan. & July. 1881							112							.. Back Bay Land bonds, 1861 and 1862..							1,850,000							6 Jan. & July. 1877-78							116						
Loan of July 17, and Aug. 5, 1861.....registered							128,138,550							6 Jan. & July. 1881							117							.. Union Defense Loan, 1861.....							50,000							6 June and Dec. 1877-78							109						
.. coupon							63,162,800							6 Jan. & July. 1881							117							.. Const. Defense Loan, 1863.....							888,000							6 Jan. and July. 1883							111						
Loan of Feb. 25, 1862 (5-20s).....registered							53,736,300							6 May & Nov. 1882							112							.. Bounty Fund Loan, 1863 and 1864....							8,380,244							6 " " 1894							109						
.. coupon							21,264,700							6 Jan. & July. 1882							112							.. War Fund Loan, 1869.....							999,944							6 " " 1899							109						
Loan of March 3, 1863.....registered							53,736,300							6 Jan. & July. 1881							117							.. Troy & Greenfield R.R. & Tunnel Loan.							10,971,992							6 Various. 188-94							109						
.. coupon							21,264,700							6 May & Nov. 1884							117							.. B. H. & Erie R. R. Loan.....							3,509,020							6 Jan. & July. 1900							100						
Loan of March 3, 1864 (5-20s).....registered							35,673,250							6 " " 1884							117							Michigan—(\$1,004,000):							105,000							6 " " 1878							104						
.. coupon							114,885,400							6 " " 1884							117							.. Renewal Loan bonds, 1858.....							1,032,000							6 " " 1883							108						
.. 2d series (5-20s).....registered							62,858,650							6 May & Nov. 1885							109							.. Two Million Loan bonds, 1863.....							366,000							7 May & Nov. 1890							112						
.. coupon							140,304,450							6 Jan. & July. 1885							113							Minnesota—(\$2,755,000):							250,000							7 Jan. & July. 1877-78							104						
.. 3d series (5-20s).....registered							94,746,150							6 Jan. & July. 1885							113							.. State Buildings Loan, 1867 to 1869....							230,000							7 " " 1883-03							104						
.. coupon							216,876,600							6 Jan. & July. 1887							116							.. Railroad Aid bonds, 1868, (repudiated).							2,275,000							7 " " 1887							104						
.. 4th series (5-20s).....registered							15,229,500							6 Jan. & July. 1888							113							Missouri—(\$17,839,000):							439,000							6 " " 1881-91							107						
.. coupon							22,214,300							6 Jan. & July. 1888							116							.. State Debt Proper, 1865 and 1868.....							2,727,000							6 " " 1888							107						
Loan of March 3, 1864, (10-40s).....registered							141,883,300							6 Mar. & Sept. 1904							113							.. Consolidation bonds, 1868.....							1,100,000							6 " " 1894-95							107						
.. coupon							52,698,000							6 Mar. & Sept. 1904							113							.. Funding Bonds, 1874.....							15,868,000							6 " " 1897-98							107						
Consols of July 14, '70 & Jan. 20, '71 registered							220,918,700							6 F. M. A. & N. 1881							112							.. Railroad Aid bonds, 1863-66.....							505,000							6 " " 1892-94							105						
.. coupon							208,446,450							6 Due. 1881							112							Nevada—(\$160,000):							160,000							10 Mar. & Sept. 1881							104						
Debt matured and without interest.....(var.)							2,291,700							6 Irred. 1875							121							.. Bonds funding floating debt, 1871.....							418,000							6 Jan. & July. 1875-78							104						
Navy Pension Fund of July 23, 1868.....(cur.)							14,000,000							6 Jan. & July. 1896-99							121							New Hampshire—(\$3,724,100):							600,000							6 Mar. & Sept. 1884-89							103						
Certificates of Indebtedness 1870.....(cur.)							64,823,512							6 Jan. & July. 1896-99							121							.. War Loan Bonds, of 1861.....							500,000							6 Jan. & July. 1898-103							103						
Pacific R. R. Bonds (registered).....(currency)							366,976,608							6 Jan. & July. 1896-99							121							.. War Loan Bonds, of 1864.....							2,206,100							6 " " 1892-05							110						
United States Notes.....							27,408,509							6 Jan. & July. 1896-99							121							.. Equalization (Municipal) bonds, 1872..							1,000,900							6 " " 1878-84							108						
Fractional Currency.....							27,408,509							6 Jan. & July. 1896-99							121							New Jersey—(\$2,496,300):							900,900							6 " " 1886-96							108						
																												.. War Loan (tax free) bonds, 1863.....							598,400							6 " " 1897-02							108						
																												New York—(\$29,776,787):							1,057,000							7 " " 1877							104						
																												.. Bounty Loan bonds, coupon.....							14,555,000							7 " " 1877							101						
																												.. Bounty Loan bonds, registered.....							889,781							6 J. A. J. & O. 1878							112						
																												.. State (Deficiency) Stock, '38, part at will.							880,000							6 June & Dec. 1877							112						
																												.. Canal Stock (old).....							1,562,300							6 Jan. & July. 1887							115						
																												.. Canal Stock, 1872.....							847,500							6 " " 1883							115						
																												.. Canal Stock, 1873.....							4,302,600							6 " " 1891							120						
																												.. Canal Stock, 1874.....							2,000,000							6 April & Oct. 1892							123						
																												North Carolina—(\$28,419,045):							4,738,800							6 Jan. & July. 1875-98							161						
																												.. Railroad and Improvement (old) bonds.							3,639,400							6 April & Oct. 1875-98							161						
																												.. Railroad and Improvement (old) bonds.							2,383,000							6 Jan. & July. 1875-98							7						
																												.. Railroad and Improvement (new) bonds.							1,695,000							6 April & Oct. 1875-98							7						
																												.. Railroad and Improvement (new) bonds.							2,417,400							6 Jan. & July. 1900							94						
																												.. Funding (new) bonds, 1866.....							1,711,400							6 April & Oct. 1898							84						
																												.. Funding (new) bonds, 1868.....							11,407,000							6 " " 1898-99							2						
																												Special Tax bonds.....							1,473,115							6 Jan. & July. 1875							104						
																												Ohio—(\$7,983,205):							4,072,640							6 " " 1881							106						
																												.. Loan (sinking fund), 1850.....							2,400,000							6 " " 1888							111						
																												.. Loan (sinking fund), 1860.....							4,072,640							6 " " 1888							111						
																												.. Loan (sinking fund), 1850.....							2,400,000							6 " " 1888							111						
																												Oregon—(\$246,027):							4,027							7 " " 1875-84							104						
																												.. Bounty and Relief bonds.....							200,000							7 " " 1880							104						
																												.. Willamette Canal and Lock bonds, 1870							400,000							6 April & Oct. 1879							104						
																												Pennsylvania—(\$24,568,635):							483,000							5 Jan. & July. 1882							103						
																												.. Inclined Plane Loan, of 1849.....							3,640,500							5 Feb. & Aug. 1877-78							103						
																												.. Loan of April 1862, reg. and coup.....							7,890,550							6 " " 1877							107						
																												.. Loans, May '52 & Apr. '52, reg. & coup.							9,271,850							6 " " 1882							110						
																												.. Stock Loan of Feb. 2, 1867, 2d series....							434,850							5 " " 1872-82							104						
																												.. Stock Loan of Feb. 2, 1867, 3d series....							500,000							6 April & Oct. 1876							104						
																												.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.							1,019,000							6 Mar. & Sept. 1882							110						
																												Rhode Island—(\$2,633,000):							1,619,000							6 Various. 1885-94							110						
																												.. War Loan bonds of 1862.....							2,611,000							6 " " 1882							110						
																												.. War Loan bonds of 1863 and 1864....							2,611,000							6 " " 1882							110						
																												South Carolina—(\$14,587,295):							944,918							6 Jan. & July. 1877-89							32						
																												.. State House Stock, 1856 to 1861.....							287,000							6 " " 1871-80							104						
																												.. State House bonds, 1853 and 1854....cur.							867,000							6 " " 1875-79							104						
																												.. Blue Ridge R. R. bonds, 1854.....							884,113							6 " " 1877-80							40						
																												.. Funding Stock and bonds, 1866.....							3,764,850							6 J. A. J. & O. 1882-86							45						
																												.. Funding and Conversion bonds, 1868-69							281,000							6 Jan. & July. 1889							45						
																												.. Land Commission bonds, 1869 and 1870.							292,641							6 J. A. J. & O. 1868							27						
																												.. Fire Loan Stock of 1838.....							616,000							7 Jan. & July. 1888							27						
																												.. Relief (Treasury) bonds, 1860.....							1,391,084							6 " " 1893							27						
																												.. Consolidated bonds, 1873, reg. and coup.							4,707,608							var Various. var.							var						
																												.. Railroad bond endorsements.....							2,611,000							6 April & Oct. 30 yrs							41						
																												Tennessee—(\$47,185,617):							28,530,000							6 Jan. & July. 30 yrs							41						
																												.. State Bonds (direct).....							7,141,000							6 " " 1879-99							41						
																												.. Railroad, &c., Loan bonds.....							6,222,000							6 " " 1914							40						
																												.. Funding bonds, 1866 and 1868.....							125,000							6 Jan. & July. 1877							104						
																												.. Funding bonds, 1873, coupon and reg.							75,000							6 " " 1892							104						
																												Texas—(\$4,822,073):							697,000							7 " " 1910							104						
																												.. State Bonds.....							500,000							7 " " 1892							104						
																												.. State Bonds.....							1,000,000							7 " " 1904							104						
																												.. Frontier Defense (gold) bonds.....							279,010							10 Mar. & Sept. 1876							104						
																												.. Revenue Deficiency (gold) bonds.....							400,000							10 Jan. & July. 1884							104						
																												.. Funding (gold) Bonds.....							1,100,000							6 " " 1894							104						
																												.. Funding (currency) Bonds.....							1,100,000							6 " " 1894							104						
																												.. Funding (currency) Bonds.....							1,100,000							6 " " 1894							104						
																												.. Pension (currency) Bonds.....							1,100,000							6 " " 1894							104						
																												Vermont—(\$312,500):							312,000							6 " & Dec. 1875-90							100						
																												.. War Loan bonds, 1862.....							312,000							6 " & Dec.													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:	\$						Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	1919	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,300,000	7	"	"	....	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1891	99
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	112	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1903	100
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	101	"	344,500	6	"	"	1903	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	....	Boston, Hartford and Erie:						
Albany Loan.....	933,900	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	14
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	15
Allegheny Valley:							Mass. L. sec'd by \$4,000,000 Ber.	3,000,000	7	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	105	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. & E., guar. by Pa. R.R.	9,935,000	7	April & Oct.	Phil. or Lond.	1900	90	Bonds of 1872 for \$1,000,000.....	999,300	7	"	"	1892	108
Funding Income (traffic guar.)	5,405,900	7	"	Pittsburg.	1894	164	Boston and Maine:						
American Central:							Bonds of 1893 (comp. and reg.).....	3,200,500	7	Jan. and July.	Boston.	1893	109
1st Mort., guar. by C., B. & Q.	845,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,300,000	7*	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1903	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund-gold.....	2,350,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	51	Buffalo and Erie:						
Land Gra. 1st Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	82	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Consol. mort. gold (Oct. 1, '76).....	2,074,000	7*	"	"	1903	53	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold).....	976,000	7*	April & Oct.	"	1903	....	Buffalo and Jamestown:						
Land Income bonds.....	475,000	12	Jan. & July.	N. Boston.	113	....	Mortgage.....	1,000,000	6*	"	New York.	1902	....
Atlanta and Richmond Air Line.							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia)	4,248,000	8	Jan. & July.	New York.	1900	47	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, atg., skg. fund.....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	39
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	404,000	2	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,040,250	7	April & Oct.	N. Y. & Bos.	1893	109
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	305,000	8	April & Oct.	N. Y. & Bos.	1879	106
Atlantic, Miss. and Ohio (428 m.)							Stock (common) Bonds.....	305,500	8	Jan. & July.	"	1894	106
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1889	....
2d Mort. to State (no int. till '80)	4,900,000	....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	102
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Bonds convertible until 1892.....	600,000	8	"	Boston.	1883	94
2d Mortgage for \$3,000,000 (gold).....	2,015,400	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1893	61	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	1st Mort. (R.R. and lands) S.F.....	8,000,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	600,900	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L	1878	....	2d Mortgage.....	1,600,000	7*	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1886	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10*	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,000,000	6*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	104	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1853-'56.....	1,710,000	6	April & Oct.	"	1885	105	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1888	100
Loan of 1856-'90 (Balt.) skg. fl.	3,253,026	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (\$202,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-'96 (atg.) skg. fund.	3,338,956	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (atg.) S. F.	9,198,852	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Loan of 1874-1910 (atg.) S. F.	9,578,000	6*	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	120
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. flg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1906	46
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	96
Bedford and Bridgeport:							Carbondale and Shawneetown:					</	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oedar Rapids & Mo. Riv. (C. & N.W.)	700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	868,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000pm	582,000	7	" " "	" "	1894	99	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000p.m.	2,400,000	7	May & Nov.	" "	1916	94	2d Mort. (now 2d) guar. C. & N.W.						
1st Mortgage 3d Div. \$16,000 p. m.							Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	107
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Governm't ac. ssld.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	2,500,000	8	Jan. & July.	" "	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	909,000	7	Jan. & July.	New York.	1893	104
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	2d Mort. (")	1,191,000	7	April & Oct.	" "	1894	904
Central of L. I. (Flush. N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1893	101
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	517,000	8	May & Nov.	" "	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	95
Convertible bonds of 1872.....	4,100,000	7	May & Nov.	New York.	1902	83	1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (New York) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	102	1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	102
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Iowa and Dak. Div.)	887,000	7	" "	" "	1899	91
Loan of L. C. & N. W. Co. (as a'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	118
Consol. Mort. for \$25,000,000....	14,150,000	7	" "	New York.	1899	84	2d Mort. (")	1,315,000	7.5	" "	" "	1898	99
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	46,000	7	Jan. & July.	" "	1902	88
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	102	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	" "	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	" "	" "	....	....
1st Mort., 20 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	1895-99	1094	Equipment and Bridge Bonds....	245,000	10	June & Dec.	" "	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	103	Consol. Mort. for \$55,000,000....	2,154,000	7	Jan. & July.	" "	1905	58
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	108	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy)	27,855,880	6	" "	U.S. Treasury	1895-99	1094	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	103
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1892	1054	General 1st Mortgage (193 m.)	3,578,000	7	" "	" "	1885	106
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	1888	93	Funded coupons (193 m.)	740,300	7	May & Nov.	" "	1883	704
1st Mort. (S. Fr. Okla. & Ala.)	500,000	8*	" "	" "	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	144,000	7	Feb. & Aug.	" "	1885	100
1st Mort. (San Joaquin V.D.) gold	4,000,000	6*	April & Oct.	" "	1900	92	Green Bay Ext. (26m & 76,000 a.)	265,000	7	" "	" "	1885	100
Land bonds (Cen. Pac. Co.) gold	9,209,000	6*	" "	" "	1900	94	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" "	" "	1892	107
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	" "	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	9	Mississippi River Bridge.....	186,000	7	" "	" "	1884	101
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	2	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	" "	1898	103
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	....	Consol. akz fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" "	1915	92
Income and Extension Bonds....	1,008,600	8	May & Nov.	" "	1902	26	General Consol. Gold Bonds....	9,758,000	7*	June & Dec.	" "	1902	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	1907-77	28	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
Equipment Mort. (")	1,000,000	8	" "	" "	1889	18	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	35	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	" "	" "	1898	168
Missisquoi R.R. (")	500,000	7	" "	" "	1891	....	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	" "	1898	107
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	1st Mort. (Bel. & Mad. R. R.) guar	284,000	7	" "	" "	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. & L. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort....	167,400	7	" "	" "	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$5,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.)						
Chattanooga:							1st Mortgage \$28,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	..
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi. Pekin & Southw'n (C.B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	1124
Cherry Valley, Sharon and Alb.:							Chi. & Southw'n (C. R. I. & Pac.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
1st M. (gold) skg. fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	261	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	5,428,000	7*	Jan. & July.	" "	1902	....	1st Mort. gold, skg. fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
3d Mort. (") coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" "	1902	....
Income (") coupon.....	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	100,500	8	" "	" "	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	77-80	974	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	98
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:							2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	3d Mortgage of 1867.....	500,000	8	June & Dec.	" "	1877	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	167	1st Mort., guar. for \$2,500,000....	1,948,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	118	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	102	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
Consol. Bonds (£290 sig. each).	3,883,200	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7*	June & Dec.	" "	1914	....
1st Mort. (St. L. & C.) assumed	544,000	7	April & Oct.	New York.	1894	105	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	87	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	..
Trust Mortgage skg fund.....	2,571,000	8	Jan. & July.	New York.	1883	1161	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	160,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	2d Mortgage	65,000	7	" "	" "	1889	....
Loan of 1871.....	2,391,475	7	Jan. & July.	Boston.	1896	1091	Cinc. Rich. & Ft. Wayne (G. R. & I.)						
Bond. of 1875, Sinking Fund....	402,000	5	June & Dec.	" "	1895	88	Cincinnati, Sandusky and Clev						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	7	Jan. and July	New York.	1913	100	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	6	"	"	1892	105	1st Mort. (\$424,000 guar.)	1,826,000	8	Jan. & July.	New York.	1891	100
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	109	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	107	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	100
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	107	Detroit, Hillsdale and Indiana:	300,000	8	Jan. & July.	"	1881	100
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	107	1st Mort. \$16,000 p. m. guar.	3,219,000	8	April & Oct.	Boston.	1896	100
3d Mortgage (" ")	860,000	7	April & Oct.	"	1886	108	2d Mortgage, (coupon) guar.	575,000	8	June & Dec.	"	1897	100
Cleveland and Toledo:							2d Mortgage (on Branches)	1,359,000	8	Feb. & Aug.	"	1893	100
1st Mort., s.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	109 1/2	1st Mort. (Lansing and Lake Mich.)	770,000	8	Jan. & July.	New York.	1889	100
2d Mortgage (" ")	860,000	7	April & Oct.	"	1886	108	2d Mort. (" ")	81,000	8	May & Nov.	"	1880	100
Colebrookdale:							Detroit & Milwaukee (Gt. W. of Can.):	2,500,000	7	May & Nov.	New York.	1875	100
1st Mort. guar. by Ph. and Rdg	684,700	6	June & Dec.	Philadelphia.	1898	50	1st Mortgage, (D. & M.R.R.)	1,000,000	8	"	"	1875	100
Colorado Central (3 ft. gauge):							2d Mortgage	625,924	7	Jan. & July.	"	1875	100
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	100	1st Funded Coup. (D. & M.R.R.)	375,734	7	May & Nov.	"	1875	100
Columbus, Chicago & Ind. Cent.:							2d Funded Coup. (" ")	160,000	7	April & Oct.	"	1878	100
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	29	1st Mort. (Det. & Pontiac R.R.)	100,000	7	Jan. & July.	"	1878	100
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	10	2d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	100
Income convertible	3,893,000	7	"	"	1890	100	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	100
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-96	65	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	100
2d Mort. (" ")	344,400	7	Jan. & July.	"	1890	100	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st Mort. (Chic. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	100	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	103
1st M., s.f. (" ")	39,650	7	May & Nov.	"	1895	100	Dixon, Peoria and Hannibal:						
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	100	1st Mort., guar. by C., B. and Q.	758,000	8	Jan. & July.	New York.	1889	101
2d Mort. (" ")	821,000	10	May & Nov.	"	1904	100	Dubuque and Sioux City:						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	100	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1888	105 1/2
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	100	Dubuque Southwestern:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	100	1st Mortgage	450,000	7	April & Oct.	New York.	1883	100
Income (" ")	74,024	7	"	"	1906	100	1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	100
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1906	100	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Springfield and Cin.:							1st Mortgage (gold)	1,200,000	7 1/2	June & Dec.	New York.	1900	100
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	100	Dutchess and Columbia:						
Columbus and Hocking Valley:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	100	East Alabama and Cincinnati:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	100	1st Mort. endorsed by Alabama	400,000	8	Jan. & July.	"	1890	100
General Mortgage	634,000	7	"	"	1892	100	East Brandywine & Waynesboro:						
Columbus and Xenia:							1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	100
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	100	East Pennsylvania (Ph. & Rdg.):						
Connecticut and Passumpsic Riv.:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	103 1/2
New Mortgage for \$1,500,000	870,500	7	April & Oct.	Boston.	1893	96	East Tennessee, Virginia & Ga.:						
1st Mortgage sinking fund	289,500	6	June & Dec.	"	1876	100	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	93 1/2
Coupon Notes	607,500	7	"	"	76-81	97 1/2	2d Mortgage	100,000	4	"	"	1878	100
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1883	100
Connecticut River:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	100
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	100	Company Bonds (E.T. & Ga., old)	636,000	6	"	"	80-86	100
Connecticut Valley:							Company Bonds (" new)	185,400	6	"	"	1876	100
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	Eastern (Mass.):						
Connecticut Western:							1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	Boston.	1876	51 1/2
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	100	Loan of 1866	160,000	6	April & Oct.	"	1885	100
Connecting (Philadelphia):							Loan of 1867	959,000	7	March & Sept.	"	1887	68
1st Mort. A.B.C.D. & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1834	103	Loan of 1868	1,000,000	6	March & Sept.	"	1889	100
Cooperstown and Susq. Valley:							Loan of 1869	500,000	6	May & Nov.	"	1892	100
1st Mortgage	100,000	7	March & Sept.	New York.	1889	100	Ten year coupon notes	1,163,000	7	"	"	83-84	100
Cowanesque Valley:							Ten year coupon notes	2,518,500	7	"	"	1884	100
1st Mortgage, gold	95,000	7 1/2	Jan. & July.	New York.	1902	100	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	100
2d Mortgage	100,000	7	May & Nov.	"	1882	100	Sterling Sink, Pd. Bonds	2,875,048	6 1/2	March & Sept.	London.	1893	100
Cumberland & Penn. (Consol. Coal):							Eastern Shore (Md.):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	100	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	100	2d Mortgage	200,000	6	April & Oct.	"	1886	100
Cumberland Valley:							Elizabethtown and Paducah:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	100	1st Mortgage convertible	3,000,000	8	March & Sept.	New York.	1890	100
2d Mortgage	109,500	8	"	"	1905	100	Elmira and Williamsport (N. Cen.):						
Plain bonds	81,800	6	"	"	1884	100	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	104 1/2
Danbury and Norwalk:							Income Mortgage guaranteed	570,000	6	April & Oct.	"	1882	61
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	100	Erie Railway:						
Mortgage Bonds of 1870	200,000	7	"	"	1880	100	1st Mortgage, extended	2,488,000	7	May & Nov.	New York.	1897	111
Mortgage Bonds of 1872	200,000	7	"	"	1892	100	2d Mortgage	2,174,000	7	March & Sept.	"	1879	102 1/2
Danv., Hazleton & Wilkesbarre:							3d Mortgage	4,332,000	7 1/2	"	"	1883	102 1/2
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	100
2d Mortgage	300,000	7	"	"	1888	100	5th Mortgage convertible	709,500	7	June and Dec.	"	1886	100
Danv., Urb., Bloomington & Pekin:							Buffalo Branch 1st mortgage	182,600	7	Jan. & July.	"	1891	100
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1900	100	Sterling loan (\$1,000,000 conv.)	4,580,000	6 1/2	March & Sept.	London.	1876	100
Davenport and St. Paul:							1st Consol. Mort. for \$30,000,000	12,074,000	7 1/2	"	N.Y. & London.	1920	100
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	100	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	100
Dayton and Michigan (C.H. & D.):							Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1908	100
1st Mortgage sinking fund guar.	1,355,000	7	Jan. & July.	New York.	1881	100	Erie and Pittsburg (Penn.):						
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	100	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	100
3d Mortgage, guar.	355,000	7	April & Oct.	"	1888	100	2d Mortgage	92,800	7	April & Oct.	"	1880	100
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	86-89	100	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1886	100
Dayton and Union:							Equipment Mortgage	750,000	7	April & Oct.	"	1890	100
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	100	European & N. American (M.C.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	100	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	100
Income Bonds	252,445	6	"	"	1879	100	1st L.M. & 1st on 59 & 2d on 55 m)	2,000,000	6 1/2	March & Sept.	"	1890	100
Dayton and Western (L. M. R.R.):							New Mortgage for \$6,000,000						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1875	106
1st Mort. (Flushing & N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	63
1st Mort. (Central of N. Y.)	1,276,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. & Exten.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	"	1895	....
Sterling Loan.....	1,500,000	6*	.....	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloverville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	109 1/2
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Frankingham and Lowell:							1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Lane:							1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	45,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7*	Jan. & July.	"	1900	72 1/2
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds (")	1,077,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,400,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							2d Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	75-83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	80 1/2
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	245,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	378,000	10	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	81
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Ionla and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	35	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Iron Mountain (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$2,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture \$3,111,500	15,557,500	.....	.....	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1886	93 1/2
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	86
Mortgage Bonds \$547,000.....	2,735,000	7 1/2	April & Oct.	"	77-78	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	63 1/2
Debenture Bonds \$1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1879:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	100	Jacksonville, Pensac. and Mobile:						
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	69 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jamestown & Frank. (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,425,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	379,766	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	36	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85 1/2	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	107 1/2	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	"	"	87-88	107 1/2	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	83	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R. R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R. R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	101 1/2	1st Mort. assumed by L. S. & M. S.	100,000	8				

AMERICAN RAILROAD BOND LIST

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1898	....	Bonds to State of Kentucky.....	74,519	8	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6*	June & Dec.	"	1898	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. & L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold.	187,000	7*	March & Sept.	N. Y. & St. Lo.	711-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold.	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankt.)	39,000	6	"	"	73-78	....
2d Mort. (") gold.	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	83,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & buildin.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	90-96	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarkv. Br.)	2,382,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	93
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1886	....
Keokuk and St. Paul (U.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,375,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end-by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
La. Blooming & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end-by Ga. R.R.	370,000	7	"	"	1879	....
La. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort.	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	500,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort. guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,580,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Reg'd.	6,115,000	7	J. A. J. & O.	"	1900	105	\$1,100,000 Loan, tax free.....	756,300	6	Jan. & July.	"	1896	91
Consol. Mort., S.F., Coupon....	3,529,000	7	Jan. & July.	"	1900	267	Extension (gold) Loan.....	438,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1893	94	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1892 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds....	1,442,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890	107	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	....
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	107	2d Mort. (Somerset & Kennebec)	200,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,258,000	7	May & Nov.	"	1885	108	1st Mort. (Leeds & Para'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (")	2,682,300	7	"	"	1877	108	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	109	Mansfield & Framing. (B.C. & F.):						
2d Mort. (")	819,000	7	April & Oct.	"	1886	108	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (")	300,000	7	March & Sept.	"	1884	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898	105	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	100
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	103	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	80
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	87	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	50
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	800,000	7	May & Nov.	"	1883	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1885	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	443,000	7	"	"	1894	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (")	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage for \$1,000,000....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. s.k. fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Clev. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	335,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. s.k. fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.....	1,283,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,814,142	6	"	"	73-76	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	....	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	108	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	109	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000....	6,000,000	7	March & Sept.	"	1910	114	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000. }	5,000,000	6*	June & Dec.	"	1922	97	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	100	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
Lewish. Centre & Spruce C. (Pa. E.):							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	115
1st Mortgage.....	1,543,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & G.N. (N.O. St. L. & C.)	\$ 8,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage gold, guaranteed..	2,000,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:	20,000pm	7*	Jan. & July.	"	1890	....	2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage	2,000,000	7*	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
2d Mortgage	3,705,500	7*	May & Nov.	"	1912	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	2,940,000	7*	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.	2,940,000	7*	Jan. & July.	"	1900	....	New York, Boston and Montreal:	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
1st Mortgage gold	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H.C.)	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage	430,547	7	Jan. & July.	"	1890	....	1st Mort. for \$200,000, guar.....	5,936,626	6	May & Nov.	New York.	1883	105 1/2
Consolidated Mortgage	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.	1,514,000	7	Feb. & Aug.	"	1876	102 1/2
Tennessee State Loan	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for debt reasm'd (N.Y.C.)	76,000	6	May & Nov.	"	1883	....
Mississippi Valley and Western:	2,000,000	7*	June & Dec.	"	1910	....	Bonds for R.R. Stk. (")	592,000	6	"	"	1883	100 1/2
1st Mortgage \$20,000 p. m.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for Real Estate (")	166,000	6	"	"	1883	100 1/2
Missouri, Iowa and Nebraska:	2,000,000	7*	June & Dec.	"	1910	....	Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	103 1/2
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	1885	110 1/2
Missouri, Kansas and Texas:	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	1st Mort., coup. 1 for \$30,000,000	18,466,000	7	Jan. & July.	"	1903	120 1/2
1st Mort. (Febo & Neosho) S.F.	3,220,000	6*	Jan. & July.	New York.	1899	....	1st Mort., Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	10,418,000	1*	Feb. & Aug.	"	1905	....	New York and Harlem:	103,000	6	Feb. & Aug.	New York.	1893	....
Additional Consol. Mort.	2,500,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861.	108,444	7	Jan. & July.	"	1881	....
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	119
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	55	Consol. Mort. of 1875, reg. ...	10,500,000	7	"	"	1900	119
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	N. York, Houston & Northern:	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mortgage	300,000	8	"	New York.	1889	....	New York, Kingston & Syracuse:	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	35,500	8	"	Savannah.	1887	....	1st Mort. for \$4,000,000.....	1,000,000	7	"	New York.	1903	....
Mobile and Girard:	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:	1,000,000	7	"	New York.	1903	....
1st Mortgage	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	8,000,000	7*	Jan. & July.	New York.	1894	....
Mobile and Montgomery:	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mortgage gold, tax free.....	2,500,000	7	May & Nov.	"	1895	....
1st Mort. endor. by State of Ala.	800,000	8	"	"	1900	....	2d Mortgage convertible.....	1,500,000	7	"	"	1896	....
2d Mortgage	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	3d Mort., Equipment.....	3,800,000	7	"	"	....	....
1st Mortgage Sterling	1,524,300	8	"	"	'76-'83	....	1st Mort., (West. Extension)...	2,425,000	7	"	"	....	....
Interest bonds	789,920	8	"	"	1883	....	Consolidated Mortgage	1,300,000	7	"	"	....	....
Sterling Interest bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	New York, Providence & Boston:	73,000	6	Feb. & Aug.	New York.	1878	....
Tennessee Substitution Bonds.	55,000	8	May & Nov.	Mobile.	1877	....	Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Special Mort. (Gainesville Brh)	1,483,858	8	March	"	1877	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage	977,550	7*	Jan. & July.	N.Y. & Lond.	1904	....	General Mort. for \$1,000,000.....	337,000	7	Jan. & July.	"	1890	....
Consol. Mort. for \$15,000,000	1,900,000	7*	March & Sept.	New York.	....	....	Norfolk & Petersburg (A.M. & O.):	306,000	8	Jan. & July.	New York.	1877	....
Convertible 3 per cent. bonds...	780,000	7	"	"	....	....	1st Mortgage	157,000	7	"	"	1877	....
Montclair (N. Y. and O. Mid.):	888,400	7	"	"	....	....	2d Mortgage	458,000	8	"	Norfolk.	1893	....
1st Mortgage gold, guar.	127,900	7	May & Nov.	New York.	1888	....	North Carolina:	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
2d Mortgage	47,000	7	April & Oct.	"	1887	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Montgomery and Erie (Erie):	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage	228,600	8	"	"	1899	....
1st Mortgage end. by Ala. gold.	330,000	8	June and Dec.	"	1900	....	North Missouri (St. L., K.C. & N.):	3,000,000	7	Jan. & July.	New York.	1895	99
1st Mortgage not endorsed	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108 1/2
Monticello and Fort Jervis:	8,000,000	7	May & Nov.	New York.	1914	113	2d Mortgage	1,500,000	7	May & Nov.	"	1896	109 1/2
1st Mortgage sinking fund, guar.	8,000,000	7	Feb. & Aug.	"	1891	106 1/2	Chattel Mortgage	360,000	10	April & Oct.	"	1877	103
2d Mortgage	354,000	7	Jan. & July.	"	1900	97 1/2	General Mortgage	2,035,000	7	Jan. & July.	"	1903	107 1/2
Convertible bonds	878,000	7	Feb. and Aug.	"	1889	103	North Shore (Flush. N.S. & Cent):	125,000	7	Feb. & Aug.	New York.	1887	....
Gen'l M. (1st on Bontoon Br) gr.	4,821,000	7	April & Oct.	"	1901	102	1st Mortgage	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Special Mortgage	1,029,000	7	"	"	....	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	105
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	100	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101 1/2
Nashville, Chattanooga & St. Louis:	1,100,000	6	Jan. & July.	New York.	'74-'83	....	2d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	102 1/2
1st Mort., endorsed by Tenn....	1,000,000	4	"	"	'81-'91	....	Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
2d Mortgage	4,700,000	7	"	"	1913	....	Consol. Mort. coupon.....	3,000,000	7	Jan. & July.	"	1922	....
New Mortgage	1,000,000	7	Jan. & July.	New York.	1900	89	Consol. Mort. registered.....	2,599,000	6*	"	Baltimore.	1900	102 1/2
Nashville and Decatur (L. & N.):	200,000	6*	Feb. & Aug.	Boston.	1892	....	Consol. Mort. General Mort. S. F.	2,964,000	6*	April & Oct.	Lond. & Balt.	1904	....
1st Mortgage sinking fund, guar.	200,000	6*	Feb. & Aug.	Boston.	1892	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
2d Mortgage gold	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.....	30,007,600	7.3	Jan. & July.	New York.	1900	14
Nashua and Lowell:	860,000	7*	May & Nov.	New York.	1889	97 1/2	Northwestern Virginia:	140,000	6	Jan. & July.	Baltimore.	1885	97
Bonds for freight depot.....	171,500	6	Jan. & July.	Boston.	1881	96 1/2	3d Mort., assumed by B. and O.	3,500,000	7*	"	New York.	....	....
Newark and New York (U. of N.J.):	400,000	7	"	"	1894	105	1st Mortgage	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Construction Bonds.....	150,000	7	"	"	1877	....
Newark, Somerset & Strattville:	860,000	7*	May & Nov.	New York.	1889	97 1/2	Syack and Northern:	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage gold	171,500	6	Jan. & July.	Boston.	1881	96 1/2	1st Mortgage	300,000	8	Jan. & July.	Boston.	1878	95
New Bedford:	400,000	7	"	"	1894	105	Equipment Mortgage	200,000	8	"	"	1879	95
1st Mort. (New Bed. & Taunton)	625,000	7	Various.	New Haven.	98-'00	....	Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	95
New Issue for \$250,000.....	3,000,000	7	May & Nov.	New York.	1889	....	Ohio and Mississippi:	3,067,000	7	Jan. & July.	New York.	1898	79
New Haven and Derby:	2,000,000	7	"	"	1881	....	Consolidated Mort. Bonds.....	3,478,000	7	"	"	1898	80
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Consolidated Mort., Sterling....	112,000	7*	"	London.	1898	....
2d Mortgage	750,000	6	April & Oct.	"	'80-'82	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	40 1/2
Holyoke and Westfield bonds.	200,000	6	"	"	1891	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
New Jersey Midland (N.Y. & O.M.):	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mortgage gold, guar.	1,500,000	7	"	"	1881	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1905	80
2d Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Oil Creek and Allegheny River:	580,000	7	April & Oct.	Philadelphia.	1896	75
New Jersey Southern:	2,000,000	7	May & Nov.	New York.	1889	24	1st Mortgage (O. O. R. R.).....	1,500,000	7	Feb. & Aug.	"	1882	80
1st Mortgage	120,000	6	April & Oct.	"	1888	....	1st Mort. (Warren & Franklin).	500,000	7	Jan. & July.	"	1890	50
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	Consolidated Mortgage.....	1,100,000	7	Feb. & Aug.	"	1896	65
Consol. Mort. for \$7,000,000.....	3,202,000	7	April & Oct.	"	1903	....						
Income Mortgage	750,000	7	"	"	1881	....						
New Jersey West Line:	3,000,000	7	May & Nov.	New York.	1903	....						
1st Mort. gold, for \$3,000,000...	30,000	6	April & Oct.	New York.	1885	....						
2d Mortgage	60,000	7	June and Dec.	"	1892	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	105 1/2	Mortgage Loan, convertible	280,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Plain Bonds	32,000	6	"	"	1884	99 1/2	Loan of 1866	161,000	6	April & Oct.	"	1878	100
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867	1,000,000	6	"	"	1887	100
New Bonds for \$3,000,000	1,892,000	7	March & Sept.	"	1894	111	Loan of 1872	700,000	6	"	"	1892	103 1/2
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	108 1/2	Loan of 1875	639,000	8	"	"	1900	100
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold	16,000 pm	7 1/2	Jan. & July.	New York.	1901	100	1st Mortgage, guaranteed	831,800	7	April & Oct.	Philadelphia.	1900	100
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.	1,634,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	100
Orange, Alex. & Manassas							1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	85
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	94
Oregon and California:							Consolidated 2d Mortgage	6,000,000	7	April & Oct.	"	1913	100
1st Mortgage gold	10,950,000	7 1/2	April & Oct.	New York.	1888	100	Pittsburg, Ft. Wayne & Chicago:						
Osaage Valley & Southern Kansas:							1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	122
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1889	100	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	100
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	100
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	100
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	100
1st Mortgage	500,000	7	May & Nov.	New York.	1916	100	1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	100
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	100	2d Mortgage (Series G)	800,000	7	Jan. & July.	"	1912	115
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H)	800,000	7	Feb. & Aug.	"	1912	100
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	100	2d Mortgage (Series I)	800,000	7	March & Sept.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series K)	800,000	7	April & Oct.	"	1912	100
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series L)	800,000	7	May & Nov.	"	1912	100
Owensboro' and Russellville:							2d Mortgage (Series M)	800,000	7	June & Dec.	"	1912	100
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	100	3d Mortgage	2,000,000	7	April & Oct.	"	1912	103
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	100
1st Mortgage gold	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	94 1/2	Equipment bonds	1,000,000	8	March & Sept.	"	1894	100
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	85	Pittsburg, Va. and Charleston:						
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	100	1st Mortgage	700,000	7	April & Oct.	New York.	1902	100
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885	100	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds	800,000	7 1/2	May & Nov.	New York.	1892	100	1st Mort. (Pittsb. & Conn'lville)	4,000,000	7	Jan. & July.	Baltimore.	1896	105
1st Mort. (Carondelet Branch)	500,000	6 1/2	April & Oct.	"	1893	100	2d Mort. do. (Balt. Loan)	6,000,000	6	May & Nov.	"	1902	100
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	100	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	100
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	June & Dec.	"	1899	100	Real Estate Mortgage	100,000	6	"	Baltimore.	1883	100
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	100	1st Mortgage for \$3,600,000	20,000 pm	7 1/2	Jan. & July.	New York.	1901	100
Panama:							Port Huron and Lake Michigan:						
General Mortgage, at \$597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	100	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	100
Paris and Decatur:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold, S. F.	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	100	1st Mort. (Maine Section) gold	800,000	6 1/2	Jan. & July.	Boston.	1900	100
Patterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	100	Portland and Ogdensburg (Vt.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80	1st Mortgage gold, for \$2,800,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	40
Pemberton & Hights (U. C. of N. J.):							Portland and Oxford Central:						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1883	100
Peninsular (Mich.) Railway:							Portland and Rochester:						
1st Mortgage gold (S. F.), 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	100	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	100
1st Mortgage gold (S. F.) 2d series	979,000	7 1/2	"	"	1900	100	1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	100
Pennsylvania:							2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	100
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	110	Port Royal (S. C.):						
General Mortgage	10,999,700	6	J. A. J. & O.	Philadelphia.	1910	109 1/2	1st Mortgage gold, skg fd	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	100
(General Mortgage, registered)	29,250,000	6 1/2	Jan. & July.	London.	1905	99	1st Mort. gold, guar. by Gt. R. R.	500,000	7 1/2	"	"	1889	100
Consolidated Mortgage	5,007,360	5	April & Oct.	Philadelphia.	1875-90	100	Portsmouth, Gt. Falls & Conway:						
State lien for \$7,500,000, skg fd							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1883	100
Pennsylvania Coal:							Poughkeepsie and Eastern:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	100	1st Mort. gold, conv. & tax free	644,500	7 1/2	Jan. & July.	New York.	1910	100
Pennsylvania and Delaware:							2d Mortgage	78,000	7	"	"	100	100
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	100	Providence and Worcester:						
2d Mortgage	519,000	7	April & Oct.	"	1903	100	1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	100
Pennsylvania & New York (L. V.):							Stoughton Branch bonds	1,000,000	6	"	"	100	100
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	109	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	"	"	1906	100	1st Mortgage gold	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	100
Peoria & Bureau Val (O. R. E. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	100	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	100
Peoria & Hannibal (O. B. & Q.):							Quincy and Toledo (C. W. & W.):						
1st Mortgage, traffic guarantee	571,000	8	Jan. & July.	Boston.	1878	101	1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	70
Peoria, Pekin and Jacksonville:							Quincy & Warsaw (O. B. & Q.):						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1894	100	1st Mortgage, guaranteed	750,000	8	Jan. & July.	Boston.	1890	105 1/2
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900	100	Reading and Columbia (P. & R.):						
Peoria and Rock Island:							1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	97
1st Mort. gold, conv. & tax free	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	100	2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	100
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	100	Rensselaer and Saratoga:						
Perkiomen (Phila. and Rdg):							2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	117
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	80	3d Mortgage	150,000	7	"	"	1887	100
Petersburg:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	100
1st Mortgage (Installments)	241,500	8	Jan. & July.	New York.	1919-93	100	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	100
2d Mortgage	500,000	8	"	"	1902	100	1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1904	100
Philadelphia and Baltimore Cent:							Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	92
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	100	Richmond and Danville:						
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	"	"	1891	100	Virginia State Loan, skg fund	600,800	6	Jan. & July.	Richmond.	1880	100
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	100	Virginia State guar. bonds	167,800	6	"	"	1875	100
Philadelphia and Erie (Penn.):							1st Mort. (Piedmont Branch)	500,000	8	"	"	1888	100
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	103 1/2	1st Mort. (Northwestern, N. C.)	500,000</					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Begonia Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,332	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1890	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.	5,500,000	8	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1886	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort. endor. by Ala. gold.....	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	70	Sterling Mort. guar. by L. & N.	21,038,000	6	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	70	South Pacific (Atl. and Pac.)						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,188,500	6	Jan. & July.	New York.	1888	70
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	102	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99
2d Mort. (").....	6,000,000	7	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	462,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	97	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,900	7	March & Sept.	"	1899	....	Southern of L. L.						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	80	....
St. Louis and South Western:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	....
St. Louis, Van & T. R. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7	"	"	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'88	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'78	....
1st Mortgage.....	4,500,000	7	May & Nov.	"	1908	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (") R.R. & Lands.	8,500,000	7	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000		7	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Statenland, Shefford and Chamby:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Vern.	500,000	7	Jan. & July.	Boston.	1887	48
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Vern.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6	"	"	1891	....
Savannah, Griffin & North Ala:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	182,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort. gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Busq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,588,000	8	April & Oct.	New York.	1890	....	Bonds of 1878 for \$1,000,000.....	616,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	"	1908	65
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	50
Shamokin Valley & Potomac (N. C.):							1st Mortgage (Western Div.).....	1,500,000	7	Feb. and Aug.	"	1896	58
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	98	2d Mort. conv.....	1,300,000	7	April & Oct.	"	1886	69
Shenandoah and Fond du Lac:							Equipment Mort. sinking fund.....	84,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June &										

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	52,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1880	81
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1880	106
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	"	1880	107
2d Mortgage.....	300,000	7	April & Oct.	"	1888	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	"	1880	108
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1886	106
Convertible Bonds.....	648,000	7	" " "	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	60	Jan. and July.	New York.	1889	130
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1888	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1888	....
Union Pacific:							General Mortgage.....	1,300,000	7	" " "	"	....	....
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	106	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,682,000	7	Apr. and Oct.	"	1887	100	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1886	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	92	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	....
Omaha Bridge B'ds, etc. \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific (Central Div.):							1st Mortgage (Balem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'78	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	109
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	70	" " "	"	1902	....
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	102	White Water Valley:						
Sterling Loan \$369,200 (U. Co's)	1,846,000	50	" " "	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$360,000 (")	1,800,000	60	" " "	"	1894	....	Wico Mico and Pocomoke:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1888 (United Company's)	184,000	6	Feb. and Aug.	"	1888	96	Williamston and Tarboro:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1888	....	1st Mortgage.....	250,000	8	May and Nov.	New York.	1900	....
Sterling S. F. \$292,000 (C. & A.)	1,310,000	60	Feb. and Aug.	London.	1880	....	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,790,000	6	" " "	Philadelphia.	1883	104	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	81
Loan of 1889 (")	886,000	6	June & Dec.	Princeton.	1889	102	Wilmington and Reading:						
Mort. Loan (")	8,000,000	6	May and Nov.	Philadelphia.	1889	109	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold. Bonds.....	749,000	70	Jan. and July.	New York.	1896	163
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	73	J. A. J. & O. Phil. & Wilm.	1892	....	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	" " "	"	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	84
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	73
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1906	....
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	Boston.	1901	30
1st Mortgage sinking fund.....	650,000	6	Jan. and July.	Boston.	1888	100	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	" " "	"	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	" " "	"	1881	103	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	186,300	6	Various.	"	'81-'87	....
General 2d series (blue).....	860,000	7	" " "	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	307
Mortgage 3d series (black).....	138,000	7	" " "	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1889	....	1st Mortgage sinking fund.....	1,928,750	6	Jan. and July.	Philadelphia.	1886	65
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)....	1,690,600	6	Jan. and July.	Baltimore.	1886	294
Enlarged Mortgage.....	900,000	6	Jan. and July.	N. Y. & Lynch.	1894	72	Delaware Division (L. C. & N.):						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	75	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Registered Certificates.....	118,298	8	Jan. and July.	"	1875	....	Delaware and Hudson:						
Funded Interest.....	226,300	8	" " "	"	1880	....	1st Mort. (1st series, Nov. 1, '07	1,600,000	7	May and Nov.	New York.	1877	1014
Income Mortgage (fundable)....	62,500	8	" " "	"	1886	....	regis. 2d series, July 1, 1899	3,600,000	7	Jan. and July.	"	1894	103
Walkill Valley (Erie):							tered. (3d series, Jan. 1, 1871)	3,500,000	7	" " "	"	1891	104
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	98
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	106	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	94
Warren & Franklin (O. C. & Allk.):							Convertible Bonds.....	41,550	6	" " "	"	1882	96
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	60	Convertible Loan, gold.....	791,000	60	March & Sept.	"	1894	1014
Warwick Valley (Erie):							1st Mortgage, registered.....	6,881,963	6	J. A. J. & O.	"	1894	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	1014
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold....	4,692,500	60	June & Dec.	"	1897	99
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,063,000	7	" " "	"	1911	80
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	87
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	37	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. (")	350,000	7	" " "	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1878	91	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	78	Morris (and Banking):						
3d Mort. (")	600,000	8	May and Nov.	"	1873	62	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	90
4th Mort. (")	700,000	8	March & Sept.	"	1880	36	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
Funded Coupons (do.).....	722,664	....	" " "	"	....	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'93	....	1st Mortgage skg fund guar....	2,800,000	6	Jan. and July.	Philadelphia.</		

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the column headed "Rolling Stock," the column headed "Railroad," in that headed "A dash (-) across the column signifies "all," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics". State-aid Railroads are distinguished by a "u."

[illegible]

Line	Station	Distance	Time	Speed	Notes
1	Dec 31, 1875	101.1	101.1	101.1	...
2	Jan 1, 1876	101.1	101.1	101.1	...
3	Jan 2, 1876	101.1	101.1	101.1	...
4	Jan 3, 1876	101.1	101.1	101.1	...
5	Jan 4, 1876	101.1	101.1	101.1	...
6	Jan 5, 1876	101.1	101.1	101.1	...
7	Jan 6, 1876	101.1	101.1	101.1	...
8	Jan 7, 1876	101.1	101.1	101.1	...
9	Jan 8, 1876	101.1	101.1	101.1	...
10	Jan 9, 1876	101.1	101.1	101.1	...
11	Jan 10, 1876	101.1	101.1	101.1	...
12	Jan 11, 1876	101.1	101.1	101.1	...
13	Jan 12, 1876	101.1	101.1	101.1	...
14	Jan 13, 1876	101.1	101.1	101.1	...
15	Jan 14, 1876	101.1	101.1	101.1	...
16	Jan 15, 1876	101.1	101.1	101.1	...
17	Jan 16, 1876	101.1	101.1	101.1	...
18	Jan 17, 1876	101.1	101.1	101.1	...
19	Jan 18, 1876	101.1	101.1	101.1	...
20	Jan 19, 1876	101.1	101.1	101.1	...
21	Jan 20, 1876	101.1	101.1	101.1	...
22	Jan 21, 1876	101.1	101.1	101.1	...
23	Jan 22, 1876	101.1	101.1	101.1	...
24	Jan 23, 1876	101.1	101.1	101.1	...
25	Jan 24, 1876	101.1	101.1	101.1	...
26	Jan 25, 1876	101.1	101.1	101.1	...
27	Jan 26, 1876	101.1	101.1	101.1	...
28	Jan 27, 1876	101.1	101.1	101.1	...
29	Jan 28, 1876	101.1	101.1	101.1	...
30	Jan 29, 1876	101.1	101.1	101.1	...
31	Jan 30, 1876	101.1	101.1	101.1	...
32	Jan 31, 1876	101.1	101.1	101.1	...
33	Feb 1, 1876	101.1	101.1	101.1	...
34	Feb 2, 1876	101.1	101.1	101.1	...
35	Feb 3, 1876	101.1	101.1	101.1	...
36	Feb 4, 1876	101.1	101.1	101.1	...
37	Feb 5, 1876	101.1	101.1	101.1	...
38	Feb 6, 1876	101.1	101.1	101.1	...
39	Feb 7, 1876	101.1	101.1	101.1	...
40	Feb 8, 1876	101.1	101.1	101.1	...
41	Feb 9, 1876	101.1	101.1	101.1	...
42	Feb 10, 1876	101.1	101.1	101.1	...
43	Feb 11, 1876	101.1	101.1	101.1	...
44	Feb 12, 1876	101.1	101.1	101.1	...
45	Feb 13, 1876	101.1	101.1	101.1	...
46	Feb 14, 1876	101.1	101.1	101.1	...
47	Feb 15, 1876	101.1	101.1	101.1	...
48	Feb 16, 1876	101.1	101.1	101.1	...
49	Feb 17, 1876	101.1	101.1	101.1	...
50	Feb 18, 1876	101.1	101.1	101.1	...
51	Feb 19, 1876	101.1	101.1	101.1	...
52	Feb 20, 1876	101.1	101.1	101.1	...
53	Feb 21, 1876	101.1	101.1	101.1	...
54	Feb 22, 1876	101.1	101.1	101.1	...
55	Feb 23, 1876	101.1	101.1	101.1	...
56	Feb 24, 1876	101.1	101.1	101.1	...
57	Feb 25, 1876	101.1	101.1	101.1	...
58	Feb 26, 1876	101.1	101.1	101.1	...
59	Feb 27, 1876	101.1	101.1	101.1	...
60	Feb 28, 1876	101.1	101.1	101.1	...
61	Feb 29, 1876	101.1	101.1	101.1	...
62	Feb 30, 1876	101.1	101.1	101.1	...
63	Mar 1, 1876	101.1	101.1	101.1	...
64	Mar 2, 1876	101.1	101.1	101.1	...
65	Mar 3, 1876	101.1	101.1	101.1	...
66	Mar 4, 1876	101.1	101.1	101.1	...
67	Mar 5, 1876	101.1	101.1	101.1	...
68	Mar 6, 1876	101.1	101.1	101.1	...
69	Mar 7, 1876	101.1	101.1	101.1	...
70	Mar 8, 1876	101.1	101.1	101.1	...
71	Mar 9, 1876	101.1	101.1	101.1	...
72	Mar 10, 1876	101.1	101.1	101.1	...
73	Mar 11, 1876	101.1	101.1	101.1	...
74	Mar 12, 1876	101.1	101.1	101.1	...
75	Mar 13, 1876	101.1	101.1	101.1	...
76	Mar 14, 1876	101.1	101.1	101.1	...
77	Mar 15, 1876	101.1	101.1	101.1	...
78	Mar 16, 1876	101.1	101.1	101.1	...
79	Mar 17, 1876	101.1	101.1	101.1	...
80	Mar 18, 1876	101.1	101.1	101.1	...
81	Mar 19, 1876	101.1	101.1	101.1	...
82	Mar 20, 1876	101.1	101.1	101.1	...
83	Mar 21, 1876	101.1	101.1	101.1	...
84	Mar 22, 1876	101.1	101.1	101.1	...
85	Mar 23, 1876	101.1	101.1	101.1	...
86	Mar 24, 1876	101.1	101.1	101.1	...
87	Mar 25, 1876	101.1	101.1	101.1	...
88	Mar 26, 1876	101.1	101.1	101.1	...
89	Mar 27, 1876	101.1	101.1	101.1	...
90	Mar 28, 1876	101.1	101.1	101.1	...
91	Mar 29, 1876	101.1	101.1	101.1	...
92	Mar 30, 1876	101.1	101.1	101.1	...
93	Mar 31, 1876	101.1	101.1	101.1	...
94	Apr 1, 1876	101.1	101.1	101.1	...
95	Apr 2, 1876	101.1	101.1	101.1	...
96	Apr 3, 1876	101.1	101.1	101.1	...
97	Apr 4, 1876	101.1	101.1	101.1	...
98	Apr 5, 1876	101.1	101.1	101.1	...
99	Apr 6, 1876	101.1	101.1	101.1	...
100	Apr 7, 1876	101.1	101.1	101.1	...

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Deb'ts, Income, Dividends, &c., &c.

“Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

[illegible]

[illegible]

CHAPTER LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

RAILROAD SHARE LIST, including mileage, rolling stock, and other property owned or controlled by the railroad.

[illegible]

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 28

W. 20. Th. 21. F. 22. Sa. 23. M. 24. Tu. 25.

Allegany Val. 1 3-10-100	100	100	100	100
7a, Income.....	100	100	100	100
Jamden & Am. Co., 1888.....	100	100	100	100
Co., 1889.....	100	100	100	100
Mort. Co., 1889.....	100	100	100	100
Jamden and Atlantic.....	100	100	100	100
Preferred.....	100	100	100	100
1st mortgage.....	100	100	100	100
2d mortgage.....	100	100	100	100
Delaware.....	100	100	100	100
Preferred.....	100	100	100	100
New preferred.....	100	100	100	100
7a, new preferred.....	100	100	100	100
Del. & Bound Brook.....	100	100	100	100
7a.....	100	100	100	100
Elmira & Williamsport.....	100	100	100	100
Preferred.....	100	100	100	100
1st mortgage Co.....	100	100	100	100
Hunt & B. Top Mt.....	100	100	100	100
Preferred.....	100	100	100	100
2d mortgage.....	100	100	100	100
Leligh Navigation.....	30	30	31	32
Co., 1877.....	100	100	100	100
Co., 1884.....	100	100	100	100
Gold Loan.....	99	98	99	100
Railroad Loan.....	100	100	100	100
Conv. Gold Loan.....	100	100	100	100
Leligh Valley.....	49	49	49	48
Co., new, coupon.....	100	100	100	100
7a, new, registered.....	100	100	100	100
7a.....	116	116	118	100
Consol. mort. Co.....	99	97	100	100
Little Schuylkill.....	100	100	100	100
Minnehill & Sch. Haven.....	47	100	100	100
North Pennsylvania.....	100	100	100	100
1st mortgage Co.....	100	100	100	100
2d mortgage 7a.....	100	100	100	100
Chattel 10a.....	100	100	100	100
Gen'l mort. 7a, coup.....	100	100	100	100
Northern Central.....	25	25	100	100
Pennsylvania R. R.....	48	47	47	47
1st mortgage.....	100	100	100	110
Gen'l mortgage.....	100	100	100	109
Gen'l mort. reg.....	107	100	100	100
Consol. mort. 7a, reg.....	99	100	100	100
Penn. State Co. 2d series.....	107	100	100	107
Penn. State Co. 3d series.....	107	100	100	116
Philadelphia City, Co.....	107	112	113	107
Co., new.....	112	118	112	113
Phila. and Reading.....	20	19	19	19
Debenture bonds.....	100	100	100	100
7a, of 1893.....	100	100	100	100
7a, new, convertible.....	82	82	82	100
Gen'l mortgage 7a.....	95	95	95	100
Gen'l mortgage, reg.....	95	95	95	100
Philadelphia and Erie.....	14	13	100	13
1st mortgage, Co.....	103	100	100	100
2d mortgage, 7a.....	97	100	100	100
Pittab. Cin. & St. L. 7a.....	84	85	85	85
Pittab. Titusv. & Buff. 7a.....	8	8	8	8
7a.....	80	100	100	100
Schuylkill Navigation.....	100	100	100	100
Preferred.....	100	100	100	100
Co., 1872.....	84	100	100	100
Co., 1882.....	100	100	100	100
Co., 1895.....	100	100	100	100
United Co. of N. Jersey.....	100	100	100	100
Hestonville, (Horse) 2d.....	22	22	22	100
Chestnut & Wal. (do).....	76	76	100	76
Germantown (do).....	100	100	100	100
Green and Coates (do).....	100	100	100	100
Lombard & 8th. (do).....	100	100	100	100
2d and 3d streets (do).....	100	100	100	100
Spruce and Pine (do).....	82	100	100	100
13th and 15th sts. (do).....	40	38	38	100
Union (do).....	100	100	100	100

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 26.

W. 20. Tb 21. F. 22. Sat. 23. M. 25. Tu. 26.

Baltimore and Ohio.....				100	100	100
6s, 1880.....	100	100	100			
6s, 1885.....	100	100	100			
Central Ohio.....				100	100	100
1st mortgage.....	100	100	100			
Marietta & Cincinnati.....	100	100	100			
1st mortgage, 7s.....	100	100	100			
2d mortgage, 7s.....	86	86	86			
2d mortgage, 8s.....	56	56	56			
Northern Central.....	25	25	25			
2d mortgage, 6s 1885.....	25	25	25			
3d mortgage, 6s, 1900.....	25	25	25			
6s, 1900, Gold.....	25	25	25			
Orange and Alex. 1st.....				100	100	100
2d mortgage, 6s.....	100	100	100			
3d mortgage, 8s.....	100	100	100			
4th mortgage, 8s.....	100	100	100			
O., Alex. & Manassas 7s 90.....	87	87	87			
Pittab. & Connellav. 7s 100.....	100	100	100			
Virginia 6s, Consol.....	83	83	83			
Consol. Coupons.....	83	83	83			
Deferred Certificates.....				61	61	61
Western Maryland.....				61	61	61
1st M., end. by Balt.....	61	61	61			
2d M., do.....	61	61	61			
3d M., do.....	61	61	61			
1st M., unendorsed.....	61	61	61			
2d M., end. Wash. Co.....	61	61	61			
2d Mort., preferred.....	61	61	61			
City Passenger R. R.....	61	61	61			

New York Stock Exchange.

Closing Prices for the week ending Dec. 27.

	Th. 21	F. 22	Sat. 23	M. 24	Tu. 25	W. 26	Th. 27
Adams Express.....	101	101	103	103	102	102	102
Albany and Susq.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
American Express.....	101	101	103	103	102	102	102
Am. Dock and Imp. 7s.....	101	101	103	103	102	102	102
Atlantic & Pacific pref.....	101	101	103	103	102	102	102
Atlantic & Pacific Tel.....	101	101	103	103	102	102	102
Bost., Hart. & Erie 1st.....	101	101	103	103	102	102	102
Burl. C. R. & Minn. 1st.....	101	101	103	103	102	102	102
Central of N. Jersey.....	101	101	103	103	102	102	102
1st mortgage, new.....	101	101	103	103	102	102	102
7s, consolidated.....	101	101	103	103	102	102	102
7s, convertible.....	101	101	103	103	102	102	102
Central Pacific 6s, gold.....	101	101	103	103	102	102	102
1st M. (San Joaquin).....	101	101	103	103	102	102	102
1st M. (Cal. and Or.).....	101	101	103	103	102	102	102
Land grant 6s.....	101	101	103	103	102	102	102
Chicago and Alton.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
Sinking Fund.....	101	101	103	103	102	102	102
Income bonds.....	101	101	103	103	102	102	102
Chic. Burl. & Quincy.....	101	101	103	103	102	102	102
7s, Consol. 1905.....	101	101	103	103	102	102	102
6s, 1883.....	101	101	103	103	102	102	102
Chic. & Milwaukee 1st.....	101	101	103	103	102	102	102
Chic. Mil. and St. Paul. 1st.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
2d mortgage, 8s.....	101	101	103	103	102	102	102
2d mortgage, 7 3/4-10s.....	101	101	103	103	102	102	102
7s, gold.....	101	101	103	103	102	102	102
1st M. (La Crosse div.) 10s.....	101	101	103	103	102	102	102
1st M. (I. and M. div.).....	101	101	103	103	102	102	102
1st M. (C. and D. div.).....	101	101	103	103	102	102	102
1st M. (C. & M. div.) 10s.....	101	101	103	103	102	102	102
Consolidated S. F. 8s.....	101	101	103	103	102	102	102
Chic. & Northwestern 8s.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
Sinking Fund.....	101	101	103	103	102	102	102
Consolidated 7s.....	101	101	103	103	102	102	102
Consol. Gold bonds.....	101	101	103	103	102	102	102
Do. reg.....	101	101	103	103	102	102	102
Chic. Rock Isl. & Pac. 10s.....	101	101	103	103	102	102	102
7s, 1890.....	101	101	103	103	102	102	102
Olev. Col. C. and Ind.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
Olev. & Pittsburg guar.....	101	101	103	103	102	102	102
7s, Consolidated.....	101	101	103	103	102	102	102
4th mortgage.....	101	101	103	103	102	102	102
Olev. P. and Ash. 7s.....	101	101	103	103	102	102	102
7s, new.....	101	101	103	103	102	102	102
Col. Chl. & Ind. Cent.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
Consol. Coal of Md.....	101	101	103	103	102	102	102
Del. & Hudson Canal. 7s.....	101	101	103	103	102	102	102
Reg. 7s, 1891.....	101	101	103	103	102	102	102
Reg. 7s, 1884.....	101	101	103	103	102	102	102
7s, 1894.....	101	101	103	103	102	102	102
Del. Lack. & Western. 7s.....	101	101	103	103	102	102	102
2d mortgage 7s.....	101	101	103	103	102	102	102
7s, Convertible.....	101	101	103	103	102	102	102
Det. Mon. & Tol. 1st.....	101	101	103	103	102	102	102
Det. of Columbia 3-6s.....	101	101	103	103	102	102	102
Erie Railway.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
3d mortgage.....	101	101	103	103	102	102	102
4th mortgage.....	101	101	103	103	102	102	102
5th mortgage.....	101	101	103	103	102	102	102
Great Western 1st mort.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
Hannibal & St. Joseph. 1st.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
7s, Convertible.....	101	101	103	103	102	102	102
Hudson River 2d mort.....	101	101	103	103	102	102	102
Illinois Central.....	101	101	103	103	102	102	102
Kansas Pacific.....	101	101	103	103	102	102	102
Lake Shore & Mich. So. 5s.....	101	101	103	103	102	102	102
Consol. 7s.....	101	101	103	103	102	102	102
Consol. 7s, reg.....	101	101	103	103	102	102	102
2d Consolidated.....	101	101	103	103	102	102	102
Lake Shore Div. bonds.....	101	101	103	103	102	102	102
Leh. & W.B. 7s, Con.....	101	101	103	103	102	102	102
Long Dock bonds.....	101	101	103	103	102	102	102
L'ville & Nash. 7s Cons.....	101	101	103	103	102	102	102
Michigan Central.....	101	101	103	103	102	102	102
7s, 1902.....	101	101	103	103	102	102	102
7s, 1882.....	101	101	103	103	102	102	102
M. S. and N. I. 1st, B.P.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
Morris and Essex.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
7s of 1871.....	101	101	103	103	102	102	102
7s, Convertible.....	101	101	103	103	102	102	102
7s, Consolidated.....	101	101	103	103	102	102	102
N.Y. Cent. & Hud. Riv. 10s.....	101	101	103	103	102	102	102
7s, Sinking fund, 1876.....	101	101	103	103	102	102	102
6s, Sinking fund, 1883.....	101	101	103	103	102	102	102
6s, Sinking fund, 1887.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
1st mortgage, reg.....	101	101	103	103	102	102	102
N. York and Harlem.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
1st mortgage, reg.....	101	101	103	103	102	102	102

New York Stock Exchange.

Closing Prices for the week ending Dec. 27.

	Th. 21	F. 22	Sat. 23	M. 24	Tu. 25	W. 26	Th. 27
New Jersey.....	101	101	103	103	102	102	102
N. Y. N. Haven & Hart.....	101	101	103	103	102	102	102
North Missouri 1st M.....	101	101	103	103	102	102	102
Ohio and Mississippi.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
Consolidated 7s.....	101	101	103	103	102	102	102
Consol. Sinking fund.....	101	101	103	103	102	102	102
1st M. (Springfield D.).....	101	101	103	103	102	102	102
Pacific Mail S. S. Co. 24.....	101	101	103	103	102	102	102
Pacific R. R. of Mo. 3s.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
Pacific 7s, guar. by Mo.....	101	101	103	103	102	102	102
Panama.....	101	101	103	103	102	102	102
Pitts. Ft. W. & Chl. 6d.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
3d mortgage.....	101	101	103	103	102	102	102
Quicksilver Mining Co.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
St. L. Alton and T. H.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mort. preferred.....	101	101	103	103	102	102	102
Income bonds.....	101	101	103	103	102	102	102
St. L. Iron Mt. & S'thn.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
St. L. Jack. & Chl. 1st.....	101	101	103	103	102	102	102
St. L. Kan. City & N.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
Tol. P. & W. 1st E.D.....	101	101	103	103	102	102	102
1st mort., West. Div.....	101	101	103	103	102	102	102
Tol. Wab. & Western. 4s.....	101	101	103	103	102	102	102
Preferred.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
2d mortgage.....	101	101	103	103	102	102	102
7s, Consolidated.....	101	101	103	103	102	102	102
St. Louis Division.....	101	101	103	103	102	102	102
Union Pacific.....	101	101	103	103	102	102	102
1st mortgage.....	101	101	103	103	102	102	102
Land Grant 7s.....	101	101	103	103	102	102	102
Sinking Fund 8s.....	101	101	103	103	102	102	102
United States Express. 5s.....	101	101	103	103	102	102	102
Warren.....	101	101	103	103	102	102	102
Wells-Fargo Express.....	101	101	103	103	102	102	102
Western Pacific bonds, 10s.....	101	101	103	103	102	102	102
Western Union Tel.....	101	101	103	103	102	102	102
7s, S. F. conv., 1900.....	101	101	103	103	102	102	102

Boston Stock Exchange.

causes operating. The increased dearthness of money may, however, have produced some effect.

Gold has rapidly declined. Domestic politics are calmer, and the importation of coin from Europe continues. There is now such an accumulation of gold at this point that to carry it is burdensome. The close on Wednesday was at 107. Exchange, however, has further advanced, and prime sixty-bills go at \$1 88@1 83½. The value of exports is fairly maintained, and the aggregate from the port of New York for the week ending December 27th was \$5,190,396, against \$8,739,420 for the corresponding week in 1875. The total value of exports of produce since January 1, this year, was \$278,168,287, against \$254,507,282 for the corresponding period in 1875.

The bank statement was a somewhat peculiar one. There was a gain of \$712,600 in specie, and a loss of nearly a million in legal tenders. Loans were reduced 1½ millions. By these changes the legal reserve is reduced below 20 per cent again; and of this reserve, legal tenders form 56¼ per cent, and gold 43¼ per cent, against 70¼ and 29¼ one year ago. The money market consequently has been without relaxation. Call loans have been made at 4@6 per cent, and discounts of first-class paper at 5@7 per cent. On Wednesday, the current rate for call loans during active hours was 7 per cent, but the close was at some abatement.

Government bonds have further improved, except for the new four-and-a-halfs, which are cheaper, but closing on Wednesday, as follows:

United States currency sixes, 121½@122¼; do. 6s, 1881, registered, 113½@114½; do. coupon, 117½@117¾; do. 1865, registered, 109½@109¾; do. coupon, 109½@109¾; do. new, registered, 110½@110¾; do. coupon, 113½@113¾; do. 1867, registered, 113½@113¾; do. coupon, 116¾@116¾; do. 1868, registered, 113½@114¼; do. coupon, 118@119; do. ten-forties, registered, 113½@113¾; do. coupon, 113½@113¾; do. fives, 1881, registered, 112@112½; do. coupon, 111½@112½; do. four and one-halfs, 108½@108¾.

The speculation in cotton and breadstuffs has continued for advancing prices, based mainly on short crop theories. Provisions have also taken a stronger turn owing to the large export movement. General trade, however, is quiet as usual at the holiday season.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Louisiana 7s, consol., 54; Missouri 6s, long bonds, 107½; do. Fund bonds, 1894-95, 107½; North Carolina 6s, special tax, 3d class, 2; do. 2d class, 2; Tennessee 6s, old, 41¾; do. new series, 40¾; Missouri, Kansas and Texas R. R., 8; Terre Haute and Indianapolis R. R., 98; Cleveland and Toledo 7s, new, 106; do. 7s, S. F., 109½; East Tenn., Virginia and Georgia 1st mort., 98½; Louisiana and Missouri 1st mort., 87; Chicago, Rock Island and Pacific 6s, S. F., 112¼; Chicago and Northwestern Interest bonds, 104¼; Mariposa L. and M., 6½; do. pref., 7¾; Maryland Coal Co., 11. The latest quotations are: Pacific Mail 23¾@24; Western Union Telegraph, 71½@71¾; Atlantic and Pacific Tel., 14½@15; Quicksilver Mining, 12@14; do. pref., 18@22; Mariposa Land and Mining, 6¾@7¼; do. pref.,

7@8; Adams Exp., 102½@103; American Exp., 56¼@57; U. S. Express, 52¾@53¼; Wells-Fargo Express, 89@90; Chicago and Alton, 98½@99½; Cleveland and Pittsburgh, 89½@90; Chicago and Northwestern, 86½@86¾; do. pref., 55½@55¾; Chicago, Rock Island and Pacific, 102@102¼; Chicago, Milwaukee and St. Paul, 19¼@19¾; do. pref., 51½@51¾; Cleveland, Columbus, Cincinnati and Indianapolis, 37@38¾; Columbus, Chicago and Indiana Central, 2¾@4; Delaware, Lackawanna and Western, 71½@71¾; Erie, 9¾@9¾; Hannibal and St. Joseph, 13¼@14; do. pref., 26@27; Lake Shore and Michigan Southern, 57½@57¾; Michigan Central, 44¾@44¾; New York and Harlem, 136@137; N. Y. Central and Hudson River, 101@101¼; Central of New Jersey 35¾@36; Ohio and Miss., 6¼@6½; Panama, —@130; Toledo Wabash and Western, 6¾@6¾; Union Pacific, 59@60; do. 1st mort., 106@106¼; do. 7s, land grant, 100½@100½; do. sinking fund 8s, 91@92½; Central Pacific 6s, gold, 109@109¼.

Philadelphia.—Shamokin Valley and Pottsville R. R. 7s, 98; Philadelphia and Reading consol. mort. 7s, coupon, 96½; do. reg., 95¼; Belvidere Delaware 3d mort. 6s, 99; Philadelphia, Germantown and Norristown R. R., 99¼; Pittsburg, Titusville and Buffalo scrip, 30½; Fifth and Sixth Streets R. R., 74; Central Transp., 40½; Cincinnati 7.30s, 108¼; Pittsburg 7s, Avenue, 109. The latest quotations are: City 6s, 106¾@107¼; do. free of tax, 112½@113; Pennsylvania State 6s, 2d series, 106½@107¾; do. 3d series, 116@116½; Philadelphia and Reading, 19¾@19¾; do. Gen'l mort. 7s, coup., 96¼@97; do. reg., 94¾@95¼; do. mort. 6s, 1880, 103@104; do. 7s, new conv., 61@64; do. 7s, 1893, 104½@105; United New Jersey R. R. and Canal Co., 137@137½; Camden and Amboy mort. 6s, 1889, 109@110; Pennsylvania R. R., 47¾@47¾; do. 1st mort., 109½@110¼; do. general mort. coupon, 109@109½; do. reg., 109@109; do. Consol. mort. 6s, reg., 98¼@99¼; Little Schuylkill R. R., 41@43; Morris Canal, 50@—; do. pref., 134@140; Susq. Canal, —@—; do. 6s, —@67; Schuylkill Nav., 5@7; do. pref., 9¾@10¾; do. 6s, 1882, 64½@66; do. 1872, 83@89; Elmira and Williamsport pref., 38@—; do. 7s, 105@—; do. 6s, 65@—; Lehigh Coal and Navigation, 81¼@82; do. 6s, 1884, 103½@104; do. R. R. Loan, 102½@103; do. Gold Loan, 98@99; North Pennsylvania, 48½@49; do. 6s, 108@108¾; do. 7s, 108½@111; do. Gen'l mort. 7s, reg., 108@108; do. chattel 10s, 102½@104; Philadelphia and Erie, 13½@13¾; do. 6s, 103@103½; do. 7s, 96@97½; Minehill, 47@47½; Catawissa 7½@9; do. pref., 34@36; do. new pref., 31@34; do. 7s, 1900, 100½@102; Lehigh Valley, 48@48½; do. 6s, new coupon, 106@—; do. reg., 107@—; do. 7s, 115¼@116; do. consol. mort., 98@98½; Fifth and Sixth streets (horse), 73@75; Second and Third, 77@79; Thirteenth and Fifteenth, 38½@40; Spruce and Pine, 31@32½; Green and Coates, 49@50; Chestnut and Walnut, 74¼@76; Hestonville, 22@22¼; Germantown, 59@65; Union, 85@90; Lombard and South, 16@19; Ridge Avenue, 45@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Baltimore City 6s, 1875, 102; do. 6s, 1884, 110¾; do. 1890, 112; Baltimore and Ohio R. R. 2d pref., 103; Maryland Defense 6s,

111½; Virginia Consol. 6s, reg., ex int., 65½; Virginia consol. coupon, July, 1877, 82½; Virginia Black scrip, 16¼; Virginia Peelers, 35; Atlantic Coal, 1.90; Santa Clara bonds, 40¼. The latest quotations are: Cincinnati and Baltimore 7s, 99@—; Wilmington and Weldon 7s, 103@—; Wilmington, Columbia and Augusta 7s, 30@35; Richmond and Danville 1st mort., 70½@—; Pittsburg and Connellsville 7s, 1898, 105@105¼; Baltimore and Ohio, 150@158; do. 1st pref., 107¼@108; do. 2d pref., 102¼@—; do. 6s, 1880, 104½@106; do. 1885, 105@105½; Northern Central, 22@26; do. 6s, 1877, 102½@—; do. 6s, 1885, 105@105; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 102½@—; Marietta and Cincinnati 1st mort. 7s, 1892, 108@—; do. 2d mort. 7s, 86½@88; do. 3d mort. 8s, 56@58; Central Ohio, 84@84; do. pref. 36@42; do. 1st mort., 103@103½; Western Maryland 1st mort. 6s, 1890, 93@—; do. 1st mort. guar., 109@—; do. 2d mort. guar., 109@—; do. 3d mort. guar., 109@—; do. 2d mort. pref., 105@—; do. 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, —@84; do. 3d mort. 8s, 74@80; Orange and Alexandria 1st mort. 6s, 82½@83; do. 2d mort. 6s, 73¼@80; do. 3d mort. 8s, 62½@64½; do. 4th mort. 25@40½; Orange, Alex. and Manassas 7s, 86¾@87½; Baltimore 6s, 1875, 101¾@102¼; do. 1884, 111@—; do. 1886, 111@—; do. 1890, 111½@—; do. 1900, 111½@—; do. 1900, new, 112½@112¾; do. 1902, 111@—; do. 5s, 95@—; Memphis City 6s, 21@—; Maryland Defense 6s, 1883, 111½@112; Virginia consol. 6s, 68¼@68½; do. 2d series, 34½@35; Virginia Consol. coupons, 82¾@83½; West Virginia def. certifi., 6½@6¾; City Passenger R. R., 34¼@35; George's Creek Coal, 115@—; Atlantic Coal, 1.85@1.95; Canton Co., 28@—; do. gold, 6s, 94@—; Santa Clara Mining Co., 12@17; do. bonds, —@42.

Boston.—Boston and Maine R. R. 7s, 109¼; Vermont Central Equipment 8s, 28; Cheshire pref., 35; Rutland pref., 5½; do. Equipment 7s, 50; South Boston R. R., 62; Manchester and Lawrence R. R., 132½; Cary Imp., 37¼c.; Boston Land Co., 5; Boston 6s, 1893, reg., 112; Chicago 7s, 106½; Fall River 6s, 1896, 106¾; Roxbury 6s, 1884, 106¾; Portsmouth (N. H.) 6s, 1893, 108½; Cleveland 6s, 1895, 108¼; St. Louis City 6s, 1906, 103¼; Cambridge 6s, 1893, 102½; Duncan Silver Mining Co., 4¾.

The following gentlemen have been chosen directors of the New Bedford and Fall River Railroad Co.: J. A. Beauvais, Charles R. Tucker, George A. Bourne, L. M. Kollock, William R. Wing, George R. Phillips, George Wilson and John H. Dennison of New Bedford; L. S. Judd, Fairhaven; John H. Perry, Boston; R. T. Davis and John D. Flint, Fall River.

Solomon H. Howe has resigned the Presidency of the Boston, Clinton, Fitchburg and New Bedford Railroad Co., and Nathaniel Thayer, Jr., has been elected in his place.

Hon. C. D. Hubbard has been elected President, and James Campbell Secretary of the Wheeling, Pittsburg and Kentucky Railroad Company.

Myron W. Bailey, of St. Albans, Vt., has been elected Railroad Commissioner of that State for the ensuing two years.

Railroads in Illinois.

The Secretary of State of Illinois announces that 34 new railroad organizations have been effected in that State since his last report, viz: the Watertown Railroad; Grape Creek Railroad; Chicago, Rockford and Northern; Chicago and Evanston Narrow Gauge; Chicago Transfer Railway; Calumet River Railway; Peoria and Eastern Railway; St. Louis and Eastern; Springfield, Decatur, and Indianapolis; Morrison, Mt. Carroll and South-eastern; Chicago and Batavia; South Chicago Transfer; Chicago Belt; Burlington, Monmouth and Illinois River; South Chicago and Calumet; Chicago Transfer; Havana and San Jose Narrow Gauge; Lewiston and Havana Narrow Gauge; St. Louis, Marine and Edwardsville; Keokuk, Galesburg and Chicago; Peoria and Burlington; Chicago River Railway; Rock Island and Edwards River; Rock Island and Mercer County; St. Louis, Rock Island and Chicago; St. Louis, Chester and Western; LeRoy Narrow Gauge; Rock River Valley; Chicago, Braidwood and Southern; Freeport, Pecatonica Valley and State Line; Pekin, Lincoln and Decatur; Chicago and St. Louis Air Line; Chicago and North Shore; Lafayette, Bloomington and Mississippi.

Illinois Central Railroad.

The officers of the Illinois Central Railroad Company have made their semi-annual report of gross earnings to the State authorities as required by the charter of the company. The report embraces the period from May 1 to Oct. 31, 1876, and shows the following figures:

Freights.....	\$1 706,923 26
Passengers.....	608,862 86
Mails.....	47,963 47
Express.....	51,986 35
Miscellaneous.....	161,115 83

Total.....\$2,566,851 07

Seven per cent. of this is \$179,644 57, and this amount is soon to be paid into the Illinois State Treasury, in lieu of all State and local taxes.

The Lehigh Valley Railroad Company, which recently became the purchaser of the Ithaca and Athens Railroad, and liable for the payment of its mortgage bonds and the coupons thereon, having already paid the past matured coupons, will pay the coupon maturing on the first of January next at their office in Philadelphia after that date.

The City Council of Portsmouth, N. H. have voted to give additional aid to the Portsmouth and Dover Railroad, not to exceed \$44,000, the vote standing 10 to 4 in the Council and 7 to 2 in the Board of Aldermen.

The President of the Rhode Island and Massachusetts Railroad states that work is now so far advanced on both sections of the road that its completion in the early spring is assured beyond doubt.

The capital stock of the Columbus and Mineral Valley Railroad Company has been increased from \$300,000 to \$1,000,000. The road is to run from Columbus to Bush's station, where it intersects with the Ohio Central road.

Messrs. Fisk & Hatch, 5 Nassau St., N. Y., will pay the coupons due January 1, 1877, of the Central Pacific, Western Pacific, and California and Oregon Railroads.

New Orleans, St. Louis and Chicago R. R.

At New Orleans, on the 20th inst., a decision was rendered in the United States Circuit Court in the case John Newell and James B. Alexander, trustees for the Illinois Central Railroad Company, versus the New Orleans, St. Louis and Chicago Railroad, ordering that the trustees remain in possession of the property and cancel the bonds, and if the debt of over \$3,000,000 due by the defendant is not paid by the first Monday in January next the trustees are authorized to advertise and sell the property of the defendants in bulk. It was ordered that the bondholders of the New Orleans, St. Louis and Chicago Railroad have power to appoint a person to purchase said property for the benefit of such bondholders.

Philadelphia and Erie Railroad.

The following is an exhibit of the business of the Philadelphia and Erie Railroad Company for the month of November, 1876:

Gross earnings.....	\$307,899 76
Gross expenses.....	174,236 95

Net earnings.....	\$133,662 81
Net earnings 11 months of 1876.....	\$1,016,804 42
" " " 1875.....	928,172 95

Increase.....	\$18,631 47
Receipts from other sources.....	18,360 39

Total increase.....\$36,991 86

The Westminster (Md.) Advocate says that the extension of the Bachman Valley Railroad is a fixed fact, and that it will be built to Westminster from its present terminus at Chestnut Hill ore banks, or from the State line, at Black Rock Station, to Manchester, and down by the old tannery, Caltrider's, Hampstead, and on the ridge, almost parallel with the pike, to Reisterstown Station. Liberal subscription has also been offered for an extension of the road from Black Rock Station down the falls to Maple swamp, George's run and Worthington valley, connecting with the Western Maryland Railroad at Timber Grove Station.

The West Wisconsin and Chicago and Northwestern Railroads have been put under one management, and the line will be known as the Chicago, St. Paul and Minneapolis route. W. H. H. Stennett, of Chicago, is general passenger agent, and W. C. Swan, of New York, general eastern agent.

The interest maturing January 1, on the bonds of the Hannibal and St. Joseph Railroad Company, and on the Missouri State 6 per cent bonds, known as the "Hannibal and St. Joseph" issue, will be paid on and after January 2, at the Bank of North America.

The anti-Consolidation Coal Company of Allegany county, Md., has resolved to build a narrow gauge railroad from Cumberland to the coal region. Engineers have already commenced experimental surveys for that purpose.

The Burlington and Lamolite Valley (Vt.) Railroad Company has settled and paid all land damages on the line from Johnson to Cambridge Centre within a few weeks.

The City Passenger Railway Company of Baltimore has declared a semi-annual dividend of \$1 per share (equal to 4 per cent.) payable 8th January, 1877.

FISK & HATCH,

Bankers.

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS in GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell Gold and Gold COUPONS, COLLECT DIVIDENDS and TOWNS, COUNTY and STATE COUPONS, &c., and buy and sell, on COMMISSION, all MARKETABLE STOCKS and BONDS.

In our BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent. per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.

OFFICE OF CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 NASSAU ST., NEW YORK, Dec. 27, 1876.

THE COUPONS OF THE FIRST MORTGAGE bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY, and the CALIFORNIA AND OREGON RAILROAD COMPANY, due Jan. 1, 1877, will be paid in gold at the office of FISK & HATCH, No. 5 Nassau st. Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.
C. P. HUNTINGTON, Vice President.

OFFICE OF HANNBAL AND ST. JOSEPH R. R. CO.,
78 BROADWAY, NEW YORK, Dec. 23, 1876.

THE INTEREST MATURING JAN. 1, 1877, ON the BONDS of this COMPANY, also on \$3,000,000 MISSOURI STATE SIX PER CENT BONDS, known as the "Hannibal and Saint Joseph Issue," will be paid on and after the 2d day of January, 1877, on presentation of the proper coupons at the Bank of North America.
JOHN P. ACKER, Treasurer.

ILLINOIS CENTRAL RAILROAD COMPANY,
New York, Dec. 20, 1876.

A DIVIDEND OF TWO (2) PER CENT HAS been declared by this Company, payable on the first day of February next to the holders of the capital stock of this Company as registered at the close of the 13th day of January next, after which and until the 5th day of February the transfer books will be closed.
L. V. F. RANDOLPH, Treasurer.

Pittsburg and Castle Shannon Railroad.

At a meeting of the stockholders of this company held at Pittsburg on the 21st inst., it was decided to issue bonds to the amount of \$150,000, to run five and ten years at seven per cent, the bonds to be in amounts of \$100, \$500 and \$1,000. The property, real and personal, of the company, is said to be valued at over one million dollars, while the indebtedness upon it is less than \$250,000. Of this latter \$80,000 is yet due on the coal lands from which a large revenue is derived. President Hays stated that the profits of the year 1876 over and above all expenses would be \$28,000.

The officers of the Cincinnati and Portsmouth Railroad company, are: President, B. Kline, Mount Washington; Vice President, and Superintendent, H. H. Wellman; Treasurer, H. Brachman, Mount Washington; Secretary, D. K. Este, Mount Carmel; Consulting Engineer, Paul Mohr, jr.; Chief Engineer, G. Hume Simpson, Cincinnati.

The American Electrizier.

This ingenious little instrument supplies a want long felt in the medicinal world, viz: an Electric Battery, cheap, powerful, convenient, easily managed and durable. The benefit of electricity, when employed as a curative agent in a certain group of diseases is now generally acknowledged by the medical faculty; but a serious obstacle has hitherto prevented its general use—an obstacle that has now been overcome by the invention of THE AMERICAN ELECTRIZER. This instrument is manufactured by MESSRS. VETTER & OEHMEN, 369 BOWERY, N. Y., and is decidedly the most complete thing of the kind we have seen. The difficulty hitherto experienced in Electro-medical practice has been that the application of electricity to the body could not be regular, as in most cases it was impossible to apply the remedy at home on account of the great expense attending the purchase of a battery. This is now removed, the price of the American Electrizier bringing it within the reach of almost every one, being only \$6, so that the application of electricity can now be made regular and continuous, a most essential requirement for its successful use.

As this little instrument is really a marvel of cheapness, power, compactness and efficiency, we will attempt a brief description of its construction. The box containing the whole apparatus is five inches by 2½ by 1½ in dimension, and can be easily carried in the coat pocket. The induction coil occupies the centre of the box lengthwise, and is covered with a moveable tube which can be drawn forward, or pushed back at pleasure, and by this action the force of the electric current can be regulated. In all the other machines we have seen, this regulation is obtained by moving forward or backward the wires comprising the coil—a system that has many disadvantages, now entirely overcome by the simple plan of covering the coil with a moveable cylinder or tube. The handles are connected with the conducting cords by means of springs, and can be instantly attached or detached. These are tin tubes, and when not in use, are slipped over the tube covering the coil—all the three and the coil thus taking up but the space of one, and not as in other instruments requiring a separate compartment for their disposal. This allows of great economy in space and is one reason why the box or case can be made so small. The battery is composed of a flat hard rubber tank or bath, 4 inches by 1½ by 1, and sitting along the inner side of the case.

This Tank is provided with two Copper Rivets projecting at each of its ends with platinum strips on the inside against which are wedged a zinc and a Carbon Plate, the Electric current is generated by the Chemical action of the fluid on the zinc and carbon plates, the current passing through the rivets, (that is when the Battery is in its place) into the induction coil and out through the handles of electrodes, through which the shocks are given. A small lever is also provided, by means of which the instrument is set in motion or stopped. The fluid, used to charge the battery is composed as follows: three pints of cold water, four fluid ounces of sulphuric acid and six ounces (or as much as will dissolve) of finely powdered bi-chromate of potassa. This preparation can be obtained from any druggist and costs very little. The tank, when filled, will run the instrument for about half an hour, but should be emptied, after using the machine.

The chief diseases, for curing which electricity is now used are Rheumatism, Diseases of the Throat, and Nerves, Neuralgia, Paralysis, Debility, Colds, Headache, Earsache, Toothache &c, &c, and in all such it is of undoubted service. Messrs. Vetter & Oehmen also make an Improved Sponge Electrode which is very desirable, in connection with the Electrizier, and the price of this is only \$1, while a liberal discount on both instruments is allowed to the trade.

In conclusion we would simply refer the reader

to the following testimonial which requires no comment.

We, the undersigned, have examined the American Electrizier, recently introduced in the City of New York. It is in our judgment the most compact, convenient, and the cheapest Medical Battery ever offered, and quite as powerful as many of the more expensive Batteries. It is so simple and practical that anyone can operate it, and so cheap that almost any one can afford to buy it, therefore it meets a popular want. It will be found of great value by physicians generally, and ought to be in every family.

HENRY C. HOUGHTON, M. D.

HENRY D. PAIN, M. D.

Commerce of New York.

The foreign imports at New York for the month of November, 1876, are officially stated as follows:

	1875.	1876.
Entered for consumption	\$9,291,475	\$8,289,412
Do. for warehousing	4,089,354	3,617,664
Free goods	7,687,532	5,403,182
Specie and bullion	1,031,950	5,886,110
Total entered at port	\$22,100,311	\$23,196,368
Withdrawn fr. warehouse	6,812,727	5,229,733

The foreign imports at New York for eleven months from January 1, were:

	1875.	1876.
Entered for consumption	\$138,275,125	\$117,526,456
Do. for warehousing	85,342,054	72,611,084
Free goods	82,975,469	68,330,083
Specie and bullion	12,802,601	14,965,152
Total entered at port	\$319,395,249	\$273,432,775
Withdrawn fr. warehouse	91,874,836	74,862,331

The duties received at New York for eleven months ending with November, were:

	1875.	1876.
January	\$8,072,846 12	\$8,160,728 44
February	11,811,046 95	9,473,003 56
March	10,323,619 78	10,237,275 86
April	9,603,087 82	7,764,457 04
May	7,474,171 61	7,575,997 28
June	6,656,462 06	6,619,735 25
July	9,273,546 61	7,497,199 39
August	11,417,505 51	10,125,386 42
September	10,163,829 28	8,634,411 86
October	8,208,316 27	8,031,580 14
November	7,034,576 89	5,720,296 82
Total	\$100,039,008 40	\$89,840,071 06

The exports from New York to foreign ports in the month of November, were:

	1875.	1876.
Domestic produce	\$22,284,560	\$23,788,896
Foreign free goods	157,207	165,170
Do. dutiable	808,538	697,388
Specie and bullion	2,237,635	950,959

Total exports.....\$25,487,940 \$25,597,408

Do. exclusive of specie. 23,250,305 24,646,449

The exports from New York to foreign ports for eleven months from January 1, were:

	1875.	1876.
Domestic produce	\$224,451,482	\$238,584,391
Foreign free goods	1,821,116	2,626,915
Do. dutiable	5,965,763	5,633,826
Specie and bullion	65,793,440	41,693,339
Total exports	\$232,041,806	\$248,538,471
Do. exclusive of specie.	226,248,366	246,895,132

The Mahanoy (Pa.) Gazette learns that the Reading Coal and Iron Company will close their office at that place January 1, 1877. The water has been drawn out of the Schuylkill Canal for the winter. One hundred and fifty-five boats loaded with coal, belonging to the Reading Coal and Iron Company, are frozen up in the canal, where they will remain until spring.

Vermont Railroads.

Hon. Myron W. Bailey, Railroad Commissioner of Vermont, has just issued his biennial report, covering the operations of the Railroads of the State, so far as the same could be determined, for the two years ending July 31, 1876. The Commissioner says that after diligent personal inquiries and examinations "into the management of the railroads in the State, there has been found no neglect or infringement of the laws for the regulation of railroads in the State by officers, employees or agents, excepting upon one or two occasions, which were of a nature which was speedily adjusted to the satisfaction of all parties concerned."

"The conditions of the railroads of Vermont, has improved during the past two years, and the materials and equipments are in as good condition as two years ago. This is especially the case with the Grand Trunk and Central Vermont Railroads. The Grand Trunk have substituted steel rails for iron and iron bridges for wooden over more than one-half the length of their road, and they intend during the present summer to extend it over the whole length. All the railroads in the State are in a safe condition."

Within the "past two years the following new roads have been opened for transportation of freight and passengers: the Montpelier and White River, from Montpelier to Barre; the Woodstock Railroad, from White River Junction to Woodstock. The Lamoille Valley Railroad has also completed their road from St. Johnsbury to Lunenburg on the east, and from Hyde Park to Johnson on the west, in all 26 miles."

Referring to litigations, the Commissioner says: "The Montpelier and White River and the Central Vermont railroads have been engaged in litigations as to the management of their respective roads, and the former road has been placed in the hands of receivers."

The Coal Trade.

The total tonnage for the week ending on the 16th instant, as reported by all the companies, amounted to 165,369 tons, against 235,025 tons in corresponding week last year, a decrease of 69,656 tons. The total amount of anthracite mined for the year is 18,091,741 tons, against 19,659,750 for same period last year, a decrease of 1,568,009 tons. The quantity of bituminous coal sent to market for the week was 71,554 tons, against 59,032 tons for corresponding week last year, an increase of 12,522 tons. The whole bituminous tonnage from the beginning of the coal year is 3,571,922 tons, against 3,834,384 tons in corresponding time last year, a decrease of 262,462 tons. The total tonnage of all kinds of coal for the week is 236,913 tons, against 294,057 to corresponding date last year, a decrease of 57,144 tons, and the total tonnage for the coal year is 21,668,663 tons, against 23,494,134 tons to same date last year, a decrease of 1,825,471 tons. The receipts at Perth Amboy for the week ending on the 16th instant were 30,906 tons, and shipped 19,837 tons, leaving a stock on hand of 80,448 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 105,328 tons, of which 88,911 tons were coal and 16,417 tons coke. The total carried this year is 4,449,261 tons, of which 3,618,559 were coal and 726,143 coke. This total embraces all the coal carried over the road, east and west. —*Phila. Ledger*, Dec. 26.

The Illinois Central Railroad Company has declared a dividend of 2 per cent, payable February 1, 1877.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	18,500,000	J. & J.	Jan. '77 31	Little Miami 50	5,571,450	quarterly	Dec. '76 2	Vermont and Mass. 100	2,200,000	A. & O.	Oct. '76 28
Atlanta and West Point 100	1,232,200	J. & J.	July 75 3	Little Schuylkill 50	2,646,100	J. & J.	July '76 24	Warren (N. J.) 100	1,600,000	A. & O.	Oct. '76 30
Atlantic and Gulf 100	2,693,200	M. & N.	Nov. '76 31	Long Island 50	3,000,000	M. & S.	May '78 10	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and St. Law. 100	39,494,900	M. & S.	Sept. '76 3	Louisv. Cin. and Lex. 100	1,023,483	J. & J.	July '69 5	Westchester & Phil. pref. 100	821,800	J. & J.	July '74 4
Avon, Genesee & M. M. 100	1,500,000	A. & O.	Jan. '75 5	Louisville & Nashville 100	848,700	J. & J.	Jan. '74 44	West Jersey 100	1,553,750	F. & A.	July '76 3
Baltimore and Ohio 100	13,151,962	M. & N.	Nov. '76 5	Louisv. N. Alb. & Oh. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac 100	180,000	J. & J.	July '76 31
Berkshire 100	1,659,000	A. & O.	Apr. '76 5	Lowell and Lawrence 100	200,000	A. & O.	Oct. '76 3	Winchester & Strasburg 100	500,000	J. & J.	July '76 2
Blossburg & Corning 50	320,500	quarterly	July '76 14	Lykens Valley 100	600,000	F. M. & N.	Aug. '75 24	Worcester and Nashua 100	1,789,800	J. & J.	July '76 2
Boston and Albany 100	20,000,000	M. & N.	Nov. '76 4	Macon and Western 100	2,500,000	J. & J.	July '75 5				
Bos. Cin. & Fitchburg 100	1,172,000	J. & D.	Dec. '72 14	Maine Central 100	3,430,500	M. & N.	Nov. '76 5				
Boston and Lowell 500	3,200,000	J. & J.	Jan. '76 3	Manchester and Lowell 100	1,408,912	M. & S.	Sep. '66 30				
Boston and Maine 100	6,921,274	M. & N.	Nov. '76 3	Marietta & Cincinnati 50	8,130,719	M. & S.	Sep. '66 30				
Boston and Providence 100	4,000,000	M. & N.	Nov. '76 4	" 1st pref. 50	4,460,368	M. & S.	Sep. '66 30				
Bost. Revere B. & Lynn 100	5,000,000	F. & A.	June '76 24	" 2d pref. 50	4,460,368	F. & A.	Feb. '76 3				
Buffalo, N. Y. and Erie 100	950,000	F. & A.	June '76 24	Massachusetts 100	5,512,725	J. & D.	Jan. '69 3				
Burlington and Mo. Riv. 100	5,254,208	M. & S.	Sept. '76 5	Memphis & Charleston 25	5,512,725	J. & D.	Jan. '69 3				
Burlington and Mo. Riv. 100	1,486,900	M. & S.	Sept. '76 5	Michigan Central 100	18,733,204	J. & J.	Jan. '73 4				
Camden and Amboy 100	5,847,900	quarterly	Jan. '77 2	Mill Creek & Minchill 50	323,375	J. & J.	July '76 31				
Camden and Atlantic 50	377,400	quarterly	Jan. '77 2	M. Hill & Schuyl. Hav. 50	14,098,100	J. & J.	Jan. '73 4				
" " pref. 50	888,352	quarterly	Jan. '77 2	Morris and Essex 100	800,000	M. & N.	Nov. '76 3				
Cape Cod 100	1,020,330	J. & J.	Jan. '72 24	Nashua and Lowell 100	6,575,256	A. & O.	Oct. '76 14				
Cape May and Millville 50	447,000	J. & D.	June '76 5	Nash. Chat. & St. Lou. 100	1,885,900	F. & A.	Aug. '76 5				
Catawba & Foggelsv. 50	1,169,500	M. & N.	Nov. '76 3	Naugatuck 100	1,000,000	M. & S.	Sep. '76 5				
Catawba 100	2,200,000	M. & N.	Nov. '76 3	Nequehoning Valley 50	977,400	J. & J.	Jan. '75 31				
" 2d pref. 50	1,000,000	M. & N.	Nov. '76 3	Newark and N. York 50	1,800,000	quarterly	Oct. '76 24				
Cayuga and Susq. 50	589,110	J. & J.	July '76 4	Newark and Beaver Val. 50	605,000	quarterly	Oct. '76 24				
Cedar Rapids & Mo. R. 100	6,850,400	F. M. & N.	Nov. '76 3	N. Haven & Northamp. 100	7,295,200	quarterly	Jan. '77 24				
" " pref. 100	769,600	F. & A.	Aug. '76 3	New Jersey 100	1,418,800	quarterly	Oct. '76 2				
Central of Georgia 100	4,666,800	J. & J.	July '76 3	New London Northrop 100	89,428,330	J. & J.	Jan. '77 4				
Central of New Jersey 100	20,600,000	quarterly	Apr. '76 24	N. Y. Cen. & Hudson R. 100	3,500,000	J. & J.	Jan. '77 4				
Central Ohio 100	2,425,000	J. & J.	Jan. '77 2	New York and Harlem 100	1,500,000	J. & J.	Jan. '77 4				
" " pref. 50	400,000	J. & J.	Jan. '77 2	" " pref. 100	1,500,000	J. & J.	Jan. '77 4				
Central Pacific 100	54,725,500	A. & O.	Oct. '76 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '77 4				
Chemung 100	380,000	quarterly	July '76 14	N. Y., Provid. & Boston 100	2,800,000	quarterly	Nov. '76 31				
Cheshire, preferred 100	1,155,300	J. & J.	July '76 2	N. Y. Bridge & Canal 100	1,000,000	J. & J.	July '76 3				
Chicago and Alton 100	9,649,100	M. & S.	Sep. '76 4	N. Easton S. C. pref. 100	96,000	M. & N.	May '67 4				
" " pref. 100	2,425,400	M. & S.	Sep. '76 4	North Carolina 100	3,975,150	F. & A.	Aug. '76 3				
Chicago, Burl. & Quincy 100	27,612,842	M. & S.	Sep. '76 3	North Pennsylv. 50	5,512,000	J. & D.	Dec. '76 24				
Chicago, Iowa & Neb. 100	3,916,200	J. & J.	Jan. '77 2	Norfolk and Western 100	1,000,000	J. & J.	July '74 4				
Chi. Mil. and St. Paul 100	15,399,261	A. & O.	Dec. '76 2	Norfolk and Worcester 100	2,604,400	J. & J.	Jan. '77 5				
" " pref. 100	12,274,483	A. & O.	Dec. '76 2	Norwich & Worcester 100	3,077,000	J. & J.	July '76 2				
Chicago & N. Western 100	14,991,600	J. & D.	Dec. '76 3	Ogdensb. & L. Champl. 100	2,000,000	A. & O.	Oct. '76 4				
" " pref. 100	12,435,653	J. & J.	Jan. '77 24	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '76 31				
Chicago, R. I. & Pacific 100	25,000,000	quarterly	Apr. '77 2	Old Colony 100	4,030,000	J. & D.	Mar. '76 31				
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '77 2	Oswego and Syracuse 100	6,738,800	J. & J.	Aug. '76 4				
Cin. Sand. and Cleve. 50	2,980,550	M. & N.	Nov. '76 3	Pacific of Missouri 100	3,355,750	F. & A.	July '76 11				
" " pref. 50	418,150	M. & N.	Nov. '76 3	Panama 100	7,000,000	quarterly	Oct. '76 3				
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Patterson and Hudson 100	682,000	J. & J.	July '76 4				
Cleveland & Mahoning 50	2,057,569	M. & N.	May '76 31	Patterson and Newark 100	250,000	J. & J.	July '76 31				
Cleveland & Pittsburgh 50	11,236,150	quarterly	Dec. '76 14	Patterson and Ramapo 100	349,000	J. & J.	July '76 31				
Columbus and Xenia 50	1,788,800	M. J. S. D.	Dec. '76 2	Pembler & Hightstown 50	342,150	J. & J.	July '76 31				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '76 4	Pennsylvania 50	65,144,475	quarterly	Nov. '76 2				
Concord 100	1,600,000	M. & N.	Nov. '76 5	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '76 4				
Concord and Ports. 100	330,000	J. & J.	July '76 31	Philadelphia and Erie 50	6,004,300	J. & J.	July '76 4				
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Jan. '77 2	" " pref. 50	2,400,000	J. & J.	July '74 4				
Connecticut River 50	1,292,950	J. A. & J. O.	Oct. '76 24	Phil. Ger. & Norristown 50	1,626,250	M. J. S. D.	Dec. '76 3				
Cumberland Valley 50	241,900	A. & O.	Oct. '76 4	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '76 24				
" 2d pref. 50	243,000	A. & O.	Oct. '76 4	" " pref. 50	1,551,800	quarterly	July '76 31				
Danbury and New. 50	600,000	J. & J.	July '76 3	Phila. and Trenton 100	1,259,100	quarterly	Jan. '77 24				
Delaware 50	1,330,950	J. & J.	July '76 3	Phila. Wil. & Balt. 100	50,153,250	J. & J.	Jan. '77 4				
Del. Lackaw. & Westn. 50	25,000,000	quarterly	July '76 24	Pittsb. Et. W. & Chi. 100	19,714,285	quarterly	Jan. '77 11				
Detroit & Milwaukee 50	822,440	J. & D.	Dec. '76 3	" " Special Imp. 100	2,000,000	quarterly	Jan. '77 11				
" " pref. 50	2,095,000	J. & D.	Dec. '76 3	Pittsfield & N. Adams 100	410,000	J. & J.	July '76 3				
Dubuque & Sioux City 100	5,000,000	A. & O.	Oct. '76 2	Port and Keeneb. 100	416,700	J. & J.	Jan. '75 3				
East Pennsylvania 100	1,309,200	J. & J.	July '76 3	Yarmouth certificates 100	202,400	A. & O.	Apr. '76 2				
East Mahanoy 50	392,950	J. & J.	July '76 2	Portl. Saco & Portland 100	1,500,000	J. & J.	July '76 3				
East Tenn. Va. & Ga. 100	1,985,274	A. & O.	Apr. '76 3	Providence & Worcester 100	2,000,000	J. & J.	Jan. '77 4				
Eastern (Mass.) 100	4,997,600	J. & J.	July '76 3	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 0				
Eastern (N. H.) 100	492,500	J. & J.	July '76 3	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '76 4				
Elmira, Jef. & Canand. 100	500,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '76 4				
Elmira & Williamsport 50	500,000	M. & N.	May '76 24	Rich. & Genesee Val. 110	555,200	J. & J.	July '76 5				
" " pref. 50	500,000	J. & J.	July '76 31	Rome, Water, and Ogd. 100	2,995,800	J. & J.	July '76 3				
Erie Railway 100	78,000,000	Oct. '73 31	Oct. '73 31	Rutland 100	2,480,800	J. & J.	July '76 3				
" " pref. 100	8,535,910	Oct. '73 31	Oct. '73 31	" " pref. 100	1,483,700	F. & A.	Feb. '76 31				
Erie and Pittsburg 50	1,090,250	quarterly	Sep. '76 11	St. Louis & Pacific pref. 100	169,000	A. & O.	Oct. '76 31				
Fitchburg 100	4,000,000	J. and O.	Jan. '77 3	St. Louis & Penobscot 100	100,000	J. & J.	July '71 2				
Georgia 100	4,200,000	J. and O.	Jan. '76 3	St. L., Alt. & T. Haute 100	2,300,000	J. & J.	July '71 2				
Great Western, (Oa.) 100	19,237,404	A. and O.	Apr. '74 14	St. L., Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3				
Hannibal & St. Joseph 100	4,151,700	F. and A.	Aug. '70 3	St. L., Kan. C. & North. 100	12,000,000	Nov. '72 4	Nov. '72 4				
" " pref. 100	5,078,224	Annual	Aug. '70 7	" " pref. 100	12,000,000	Nov. '72 4	Nov. '72 4				
Hanover Branch, (Ia.) 50	116,850	M. & N.	May '75 5	Saratoga and Schenec. 100	300,000	A. & O.	Oct. '76 31				
Harlem Extension 100	4,000,000	J. & J.	July '76 31	Schuylkill Valley 50	576,050	J. & J.	July '76 24				
Harrisburg & Lancaster 50	1,182,500	J. & J.	July '76 31	Seaboard and Roanoke 100	1,161,400	M. & N.	May '76 4				
Houstonville, pref. 100	1,180,000	quarterly	Oct. '76 2	Seaboard and Roanoke 100	1,161,400	M. & N.	May '76 4				
Huntingdon & B'd Top. 50	880,000	J. & J.	July '76 31	Shenandoah V. & Potomac 50	869,450	F. & A.	Aug. '76 3				
" " pref. 50	456,780	J. & J.	July '76 31	Shore Line 100	995,800	J. & J.	July '76 4				
Indianapolis, Cin. & Ind. 100	29,000,000	F. & A.	Feb. '77 2	South Branch (N. J.) 100	438,300	J. & J.	Jan. '72 3				
Iowa Falls & Sioux City 100	7,985,497	M. & S.	Sep. '76 1	South Carolina 100	5,919,275	F. & A.	Feb. '72 1				
Jacksonv. Mad. & Ind. 100	2,000,000	quarterly	Dec. '76 1	South Western, (Ga.) 100	3,892,300	J. & D.	June '76 31				
John and Chicago 100	1,500,000	quarterly	July '76 14	Staten Island 100	600,000	J. & J.	July '67 2				
John & North Indiana 100	300,000	J. & J.	July '75 4	Stockbridge and Pitts. 100	445,700	J. & J.	July '74 24				
Lake Shore & Mich. R. 100	49,466,500	F. & A.	Aug. '76 2	Stony Brook 100	287,800	M. & S.	Feb. '76 3				
" (Gua.) 100	533,500	F. & A.	Aug. '76 2	Summit Branch 100	4,125,000	J. & J.	Feb. '76 3				
Lawrence 100	400,000	quarterly	Oct. '76 2	Sussex (N. J.) 100	317,350	J. & J.	Jan. '76 24				
Lawrence and Farmington 100	600,000	J. & J.	Jan. '72 5	Syr. Bingham. & N. Y. 100	2,004,000	J. & D.	Dec. '76 4				
Lehigh & Susquehanna 50	7,789,500	M. & N.	May '67 3	Taunton Branch 100	800,000	J. & J.	Jan. '74 5				
Lehigh Valley 50	50,219,850	quarterly	Jan. '77 2	Terre Haute & Indiana 100	1,988,150	J. & J.	July '76 5				
				Tul. Wab. & West. pref. 100	1,000,000	M. &					

Lake Marine Statistics.

From the report of J. W. Hall, of Detroit, Mich., just prepared, we learn that the number of disasters on the lakes during the year 1876 amounted to 630. The value of property lost is \$1,173,260. The losses of timber rafts on the lakes involve a loss of about \$101,000. The greatest loss during any month was September, when the losses amounted to \$276,183. The number of disasters this year was 417 less than in 1875. The total number of deaths, either on board ship or on shore, among seamen was 155, of which 36 were Vessel Masters. Fourteen were lost by foundered vessels, 97 were drowned, 28 died on shore, 18 were accidentally killed, 2 were murdered, 2 committed suicide, and 1 was found dead. The new tonnage amounts to 7,461 tons, a falling off from 1875 of 11,517 tons. The lost tonnage amounts to 9,990 tons, an excess over the new tonnage of 1,539 tons. Financially, the season of 1876 has been the worst on record.

The Suez Canal Traffic.

A table of the traffic through the Suez Canal, drawn up by the company, shows that the route is now taken by 24 regular lines of steam vessels, employing 234 vessels, of a total gross tonnage of 509,447 tons. Classed according to their nationality, the share of England is 152 vessels, of 350,273 tons; next follows France, 18 vessels, of 42,624 tons; Holland, 15, of 36,535 tons; Austria, 18, of 29,227 tons; Italy, 10, of 16,218 tons; Russia, 8, of 13,433 tons; Germany, 8, of 11,386 tons, and Spain, 5, of 10,751 tons. The English vessels and tonnage do not, however, represent the share of England in the traffic, which amounts to nearly four-fifths, English vessels making more frequent passages. The company which employs the greatest number of vessels on this route is the Peninsular and Oriental, with 46; the Messageries Nationales and Austrian Lloyd's have each 18; France, Austria, Germany, Spain, Italy, and Russia have each only a single line of steamers using the canal; Holland has 3, and England 15. With regard to the itineraries of the different steamers, 17 run to the Red Sea and the Persian Gulf, 62 to Bombay, 60 to Colombo, Madras and Calcutta; 5 to the Mauritius and Reunion, 62 to Cochin China, China and Japan; 5 to Rangoon and Birmah, 5 to the Philippines, and 18 to the Dutch Indies.

Hon. Samuel Sloan has been elected President of the Rome, Watertown and Ogdensburg Railroad Company, in place of Marcellus Massey, Esq., who had resigned in consequence of impaired health. Mr. Massey is the Vice President, and will render such service as he may be able in that capacity.

The Milwaukee Wisconsin says that the contract for building the Menominee Iron Range Railroad has been let by the Chicago and Northwestern Railroad Company to Messrs. D. L. Wells & Co., Milwaukee, and that some of the work upon it will be done this winter.

The Jamestown Journal says that the Buffalo and Jamestown Railroad will shortly pass into the hands of the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company.

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Bids may be made for the construction of one or more sections, or for the whole road, and may include all materials necessary to complete it for equipment.

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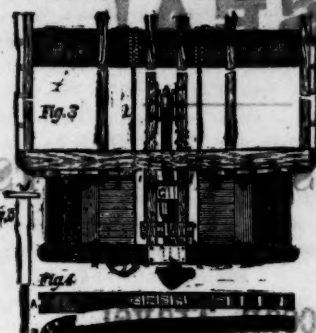
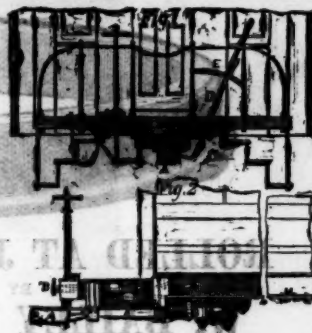
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